

MICHIGAN STATE TRANSPORTATION COMMISSION
PUBLIC MEETING
AGENDA

DATE: Thursday, November 4, 2021

LOCATION: **Office of Aeronautics, 2700 Port Lansing Road, Lansing, Michigan 48906**

STATE TRANSPORTATION COMMISSION MEETING

TIME/ROOM: 9:30 a.m.

I. WELCOME

- Director's Report (will be given after INFORMATIONAL section)

II. COMMISSION BUSINESS

- 2022 STC Proposed Meeting Schedule – Troy Hagon (**motion required**)
- Michigan Association of Counties nomination – Troy Hagon (**motion required**)
- Informational regarding Warranties – Tony Kratofil
- Office of Commission Audits Update – Jack Cotter

III. OVERSIGHT

- Exhibit A: Contract Agreements – Carol Rademacher (**motion required**)
- Exhibit A-1: Bid Letting Pre-Approvals – Carol Rademacher (**motion required**)
- Exhibit A-2: Letting Exceptions – Brad Wieferich (**motion required**)
- Exhibit A-3: Information for the Commission – Carol Rademacher (no motion required)
- Exhibit B: Construction Contracts – Jason Gutting (no motion required)

IV. INFORMATIONAL REPORTS

- Director's Agenda, October 21, 2021 – Carol Rademacher (no motion required)
- State Administrative Board Agenda, October 26, 2021 – Carol Rademacher (no motion required)

V. PRESENTATIONS

- Monitoring and Managing Construction Costs – Tony Kratofil & Western Michigan University Researchers (no motion required)
- FINAL Michigan Mobility 2045 Plan – Bradley Sharlow, Urban Travel Analysis Unit Supervisor (**motion required**)
- FINAL 2022-2026 Five Year Transportation Program (5YTP) – Michael Case – Bureau of Transportation Planning (**motion required**)
- Michigan Department of Transportation (MDOT) Tribal Consultation & Coordination Annual Report – Amy Matisoff (**motion required**)

VI. PUBLIC COMMENTS

VII. ADJOURNMENT

VIII. NEXT MEETING

- The next full meeting is TBD.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
STATE TRANSPORTATION COMMISSION
OFFICE OF COMMISSION AUDITS
LANSING



Michigan State Transportation Commission

2022 Regular **PROPOSED** Meeting Schedule and Materials Due Dates

January 20 * Materials due by noon on 1/11	July 21 Materials due by noon on 7/12
April 21 Materials due by noon on 4/12	October 20 Materials due by noon on 10/11

* The January meeting will include a **joint meeting** with the Michigan Aeronautics Commission.

Meeting materials are due to the MDOT Director's Office by the deadlines indicated.

Notice of meeting locations and times are posted on the State Transportation Commission (STC) website, at www.michigan.gov/transcommission, at least seven-working days prior to each meeting date. Agendas and meeting materials are also posted prior to each meeting.

The STC is the policy-making body for all state transportation programs and it oversees the administration of state and federal funds allocated for these programs. The STC is comprised of six members appointed by the Governor, with the advice and consent of the State Senate. For more information about the STC, see our website at www.michigan.gov/transcommission.

All meetings of the STC are open to the public, and attendance is encouraged. Please direct any questions regarding these meetings to the Commission Office, either via mail to P.O. Box 30050, Lansing, Michigan 48909 or call 517-242-8018.

Accommodations can be made for persons with disabilities and Limited English Proficiency. Large print materials, auxiliary aides or the services of interpreters, signers, or readers are available upon request. Please call 517-335-4381 to request at least seven days before the meeting date.

Adopted by the STC on September 22, 2016, in accordance with the Open Meetings Act, Michigan Public Act 267 of 1976.

• Todd A. Wyett, Chair • Michael D. Hayes, Vice Chair • Stephen F. Adamini • Gregory C. Johnson • Richard W. Turner • Helen Zeerip •

Oct. 18, 2021

Ms. Joanna Johnson
Chair
Transportation Asset Management Council
425 W. Ottawa St.
Lansing, MI 48933

Dear Ms. Johnson,

Due to the end of Christopher J. Bolt, managing director of the Jackson County Department of Transportation, service on TAMC, it is my privilege to nominate Kelly Jones, Ingham County Road Department's Director of Engineering, to fill the standing Michigan Association of Counties seat on the Transportation Asset Management Council. Below is the contact information for her:

Kelly Jones, PE
Director of Engineering and County Highway Engineer
Ingham County Road Department
301 Bush Street, PO Box 38
Mason, MI
(517) 676-9722 x 2336
Kjones2@ingham.org

Please contact MAC Executive Director Stephan W. Currie at 517-372-5374 if you require additional information on this matter.

Respectfully yours,



Stephan W. Currie
Executive Director

MDOT Warranty Program

State Transportation Commission Update

November 4, 2021

1

Why Warranties?

- Public Act 79 of 1997 (effective July 28, 1997)
“Of the amounts appropriated for state trunk line projects, the department shall, where possible, secure warranties of not less than 5-year full replacement guarantee for contracted construction work.”
- Public Act 175 of 2015 (effective April 1, 2016)
“Of the amounts appropriated for state trunk line projects, the department shall, where possible, secure pavement warranties for full replacement or appropriate repair for contracted construction work on pavement projects whose cost exceeds \$2,000,000.00 and projects for new construction or reconstruction...”

2

STC Policy Performance Warranties

- Policy No. 10135 (adopted April 25, 2002)

"The Michigan Department of Transportation (Department) shall continue the development of highway warranties that encourage contractor innovation, as feasible, with an associated and appropriate level of contractor accountability for the performance of the highway. The enhanced opportunity for contractor input and control should be balanced by a greater assumption of warranty liability by the contractor. In general, contractor liability should be with regard to matters over which the contractors have an opportunity to exercise control, including circumstances in which contractors are given the opportunity to enhance a standard highway design to assure that it will meet the Department's desired performance standards."

3

Warranties

Common View of Warranties

- Manufacturer's Warranty



Pavement Warranties are Risk Transfer

- Materials and Workmanship Warranties
- Performance Warranties



4

Michigan DOT's Program

- **Materials and Workmanship Warranties**
 - Transfer risk for material selection and workmanship from agency to contractor.
 - Typically a 3 or 5 year warranty period.
- **Performance Warranties**
 - Transfer risk for design, material selection, and workmanship to contractor.
 - Typically a 2 or 3 year warranty period for Capital Preventive Maintenance (CPM) and bridge projects.

5

Materials and Workmanship Warranties

- New Construction
- Reconstruction
- Major Rehabilitation
- Hot Mix Asphalt (HMA) Overlay
- Cold Mill and HMA Overlay



6

Performance Warranties

- Chip Seal
- Micro-surface
- Ultra-thin HMA Overlay
- HMA Crack Treatment
- Bridge Deck Epoxy Overlay
- Paver Placed Surface Seal
- Concrete Surface Coat
- Bridge Painting



7

OAG Audits on MDOT Use of Warranties

2015 - MDOT did not consistently ensure that contractors completed corrective action; MDOT did not ensure that staff inspected or timely inspected all warrantied road and bridge construction projects; MDOT did not ensure the completeness and accuracy of the information recorded in the Statewide Warranty Administration Database (SWAD) used to track and monitor warranties, inspection and expiration dates, and status of corrective action if required.

2016 - Follow up review by OAG found that MDOT had complied with all of their recommendations.

2020 - Audit had no repeat findings, effective execution of the program. MDOT should reestablish its efforts to evaluate the overall value of warranties on road and bridge construction projects.

8

Analysis of Recent History (2011-Present)

- 1,678 Total Warranties
- 7% Required Corrective Action
- \$4.2 Million in Administrative Costs
- \$2.1 Million in Corrective Actions

Warranty Category	% of Total	Call Back Rate	Average Corrective Action Value
Bridge Painting	7%	37.0%	\$6,000
CPM Performance	31%	5.2%	\$41,000
Reconstruct & Rehabilitation	25%	8.5%	\$14,000
Single Course HMA Overlays	37%	1.8%	\$13,500

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Moving Forward

- MDOT Will Retain Current Warranty Program for:
 - Bridge Painting Performance Warranties
 - CPM Performance Warranties
 - Reconstruction & Rehabilitation Materials Workmanship Warranties
- MDOT Will Eliminate Warranties on Single Course HMA Overlays for Projects Under \$2 Million
 - Continue to Meet Statutory Requirements
 - Focus Resources on Timely Inspections, Documentation, and Completion of Corrective Action

10

Questions?



OFFICE MEMORANDUM

DATE: November 4, 2021

TO: State Transportation Commission

FROM: Jack Cotter, CPA, CGMA
Commission Auditor
Office of Commission Audits

SUBJECT: State Transportation Commission Agenda – Exhibit A
November 4, 2021

As information requested by the Commission, the Office of Commission Audits (OCA) notes in Attachment 1, the Schedule of Receivables Outstanding, that Exhibit A includes an entity that owes the department funds exceeding \$20,000 for more than 120 days. Attachment 1 shows relevant information regarding the receivable as of October 26, 2021.

Also, Guidance Document 10044, *Michigan Department of Transportation (MDOT) Requests for OCA Attestation Engagements and Procedures Regarding the Processing of Independent Certified Public Accountant's Review Reports*, requires the department to process OCA independent certified public accountant's review reports within 120 days of issuance. As of October 26, 2021, Exhibit A does not include any entities for which auditor's reports were not processed within the required timeline.

Signed copy on file

Jack Cotter, CPA, CGMA
Commission Auditor

Attachment

cc: T. Hagon

Office of Commission Audits
 Schedule of Receivables Outstanding
 For Amounts Owed Prior to June 28, 2021
 As of October 26, 2021

<u>Entity</u>	<u>Reference No.</u>	<u>Type of Receivable</u>	<u>Outstanding</u>	<u>Invoice Date</u>
Macatawa Area Express Transportation Authority	Items 1 and 2	State Infrastructure Bank	\$ 1,476,923	May 6, 2020

Comments:

The amount above represents the current amount outstanding for a loan that MDOT made to the Macatawa Area Express Transportation Authority in the amount of \$1,417,847, including interest at the rate of two and one-half percent (2.5%). The purpose of this loan is to assist the transit agency in financing transportation infrastructure improvements through public transit bus purchases. The only installment of \$1,476,923 is due to MDOT on December 30, 2021.

REQUEST FOR MICHIGAN STATE TRANSPORTATION COMMISSION APPROVAL

CONTRACTS

November 4, 2021

The following contracts are being submitted for approval. The appropriate documents will be approved by the Attorney General and comply with all legal and fiscal requirements prior to award.

CONTRACTS

1. PASSENGER TRANSPORTATION - Section 5307 and Section 5339 Programs
Project Authorization (4) Revision (1) under Master Agreement (2017-0084) between MDOT and the Macatawa Area Express Transportation Authority will extend the authorization term by six months to provide sufficient time for the agency to complete the projects. The additional time is needed because of supply chain disruptions. The original authorization provides state matching funds for the FY 2017 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2017 Federal Section 5339 Bus and Bus Facilities Formula Program grant for the purchase of a minivan, a replacement bus, a support vehicle, computer hardware, and support equipment. The revised authorization term will be September 17, 2017, through March 16, 2022. The authorization amount remains unchanged at \$380,355. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds- \$304,284; State Restricted Comprehensive Transportation Funds - \$76,071.

2. PASSENGER TRANSPORTATION - Section 5310 Program
Project Authorization (6) Revision (1) under Master Agreement (2017-0084) between MDOT and the Macatawa Area Express Transportation Authority will extend the authorization term by one year to provide sufficient time for the agency to complete the projects. The additional time is needed because of supply chain disruptions. The original authorization provides state matching funds for the FY 2018 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of buses and bus shelters. The revised authorization term will be September 21, 2018, through September 20, 2022. The authorization amount remains unchanged at \$530,000. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$424,000; State Restricted Comprehensive Transportation Funds - \$106,000.

3. RAIL – Bridge Rehabilitation Work
Project Authorization (8) Revision (6) under Master Agreement (2012-0200) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the authorization term by 16 months to complete ongoing designs. The original authorization provides for the preparation of plans, specifications, and estimates for the repair of six bridges on the rail line purchased by MDOT from Norfolk Southern Railway Company between Kalamazoo and Dearborn on the Chicago-Detroit/Pontiac High Speed Rail Corridor. MDOT compensates Amtrak for eligible costs under the approved scope of work and spending plan. The revised authorization term will be September 15, 2017, through December 31, 2022. The authorization amount remains unchanged at \$450,000. The term of the master agreement is December 7, 2012, through September 30, 2032. Source of Funds: FY 2017 State Restricted Comprehensive Transportation Funds - \$450,000.

* Denotes a non-standard contract/amendment

4. RAIL – 33rd Street Simultaneous Preemption Circuitry
Project Authorization (37) Revision (1) under Master Agreement (2012-0200) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the authorization term by two months to allow time for invoicing and final billing. The original authorization provides for complete track circuitry upgrades to generate simultaneous roadway traffic preemption at the 33rd Street grade crossing at mile post 136.03 in Comstock Township, Kalamazoo County. MDOT compensates Amtrak for eligible costs under the approved scope of work and estimate. The revised authorization term will be March 9, 2020, through January 31, 2022. The authorization amount remains unchanged at \$84,509. The term of the master agreement is December 7, 2012, through September 30, 2032. Source of Funds: Michigan Transportation Funds - \$84,509.
5. RAIL – Replacement of the BO Diamonds
Project Authorization (42) Revision (1) under Master Agreement (2012-0200) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the authorization term by one year to provide sufficient time for Amtrak to complete the project. The additional time is needed because of delays in the delivery of materials. The original authorization provides funding for the replacement of the BO Diamonds in Kalamazoo. MDOT compensates Amtrak for eligible costs under the approved scope of work and estimate. The revised authorization term will be June 1, 2021, through December 31, 2022. The authorization amount remains unchanged at \$1,000,671. The term of the master agreement is December 7, 2012, through September 30, 2032. Source of Funds: State Restricted Trunkline Funds - \$1,000,671.
6. RAIL – Increase Services and Amount, Extend Term
Amendatory Contract (2019-0257/A1) between MDOT and Bergmann Associates, Architects, Engineers, Landscape Architects & Surveyors, D.P.C., will provide for additional hydraulic analysis, will increase the contract amount by \$24,923.38, and will extend the contract term by one year. The original contract provides for design services to be performed for the full structure replacement of the state-owned, Great Lakes Central Railroad maintained and operated railroad structure over the Manistee River on the northern district railroad corridor, north of the City of Manton in Wexford County, Michigan. The revised contract term will be September 3, 2019, through December 31, 2022. The revised contract amount will be \$805,084.95. Source of Funds: 100% State Restricted Comprehensive Transportation Funds.
7. *RAIL – Increase Grant Amount
Amendatory Contract (2020-0741/A1) between MDOT and Lake State Railway Company will increase the grant amount by \$71,888.99 to include additional eligible project costs that were identified during construction. The original contract provides financial assistance in the form of a grant for the reconfiguration of portions of its Saginaw Yard to allow Star of the West to transload. The contract term remains unchanged, from July 23, 2020, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the appropriate grant funds have been dispensed. The revised estimated project cost will be \$437,912.48. MDOT will reimburse Lake State Railway Company 50 percent of the project cost up to a maximum amount of \$218,956.24. Source of Funds: FY 2020 State Restricted Comprehensive Transportation Funds - \$218,956.24; Lake State Railway Company Funds - \$218,956.24.

8. *RAIL – Increase Grant Amount
Amendatory Contract (2020-0742/A1) between MDOT and PRM Trucking, Inc., will increase the grant amount by \$223,798 to expand the scope of the project to include the addition of a conveyor, which will increase track capacity and projected carloads. The original contract provides financial assistance in the form of a grant for the construction of a rail spur for the transloading of plastics in White Pigeon, Michigan. The contract term remains unchanged, from August 28, 2020, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the appropriate grant funds have been dispensed. The revised estimated project cost will be \$772,501. MDOT will reimburse PRM Trucking, Inc., for 50 percent of the project cost, up to a maximum amount of \$386,250.50. Source of Funds: State Restricted Comprehensive Transportation Funds - \$386,250.50; PRM Trucking, Inc., Funds - \$386,250.50.
9. *RAIL – Increase Grant Amount
Amendatory Contract (2021-0664/A1) between MDOT and Straits Wood Treating, Inc., will increase the grant amount by \$35,356.63 to expand the scope of the project to include the rebuilding and construction of new private grade crossings. The original contract provides financial assistance in the form of a grant for the construction of a rail spur at the company's facility in Bay City, Michigan. The contract term remains unchanged, from June 15, 2021, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the appropriate grant funds have been dispensed. The revised estimated project cost will be \$255,920. MDOT will reimburse Straits Wood Treating, Inc., for 50 percent of the project cost, up to a maximum amount of \$127,960. Source of Funds: State Restricted Comprehensive Transportation Funds - \$127,960; Straits Wood Treating, Inc., Funds - \$127,960.
10. *RAIL - Freight Economic Development Program
Contract (2022-0191) between MDOT and Midwest Cooperative – Midwest Energy & Communications will provide financial assistance in the form of a grant for the construction of a rail spur into their industrial park in Cassopolis, Cass County. The contract will be in effect from the date of award, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the appropriate grant funds have been dispensed. The estimated project cost is \$2,575,520. MDOT will reimburse Midwest Cooperative – Midwest Energy & Communications 50 percent of the project cost up to a maximum amount of \$1,287,760. Source of Funds: FY 2022 State Restricted Comprehensive Transportation Funds - \$1,287,760; Midwest Cooperative – Midwest Energy & Communications Funds - \$1,287,760.

Upon receipt of your approval, the contracts and agreements will be processed for award. Subject to the exercise of the discretion in the processing, I approve the contracts described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by and in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba
Director

LETTING STATISTICS

October 2021

TRUNKLINE CONTRACTS OVERVIEW

The bid letting of October 1st included 28 Trunkline contracts with \$127.9 million in total engineer estimates. The low bids received totaled \$161.4 million. The average of low bids received was \$ 3.3 million and a median of \$1.5 million. Of the 28 contracts, 12 included warranties with \$131.0 million as the low bid total. The Trunkline contracts received 92 bids. In comparison to October 2020, 23 Trunkline contracts were let with total engineer estimates of \$48.5 million, low bid dollars of \$42.3 million, and 78 bids received.

For fiscal year 2022 to date, 28 Trunkline contracts have been let with a low bid total of \$161.4 million. For the same period of fiscal year 2021, 23 Trunkline contracts were let with the low bid total of \$42.3 million.

ALL PROGRAM AREA CONTRACTS SUMMARY

A total of 45 contracts were let with 165 bids received. The average number of bids per contract was 3.67.

For the October bid letting, two items resulted in the rejection of all bids. There were no items withdrawn or postponed.

Of the 76 contracting companies approved to submit bids for the October bid letting, 69 submitted at least one bid.

JOB PROJECTIONS

Job projections are Trunkline jobs specific in category and are classified under the work groups of road, bridge, and traffic and safety.

The list of jobs projected to be let during FY 2022 was updated on 10/11//2021 to include a total of 377 jobs with total construction cost estimates of \$2.24 billion.

For fiscal year 2022 to date, 100% of jobs anticipated for this period have been let using 92.96% of the projected cost estimates.

UPCOMING LETTING STATS

To date, the **November 5, 2021, Bid Letting** is advertising 46 Trunkline contracts estimated at a total of \$151.7 million with \$115.5 million in warranty contracts. There are 13 Local Agency contracts being advertised for a total of \$10.7 million with no warranty contracts.

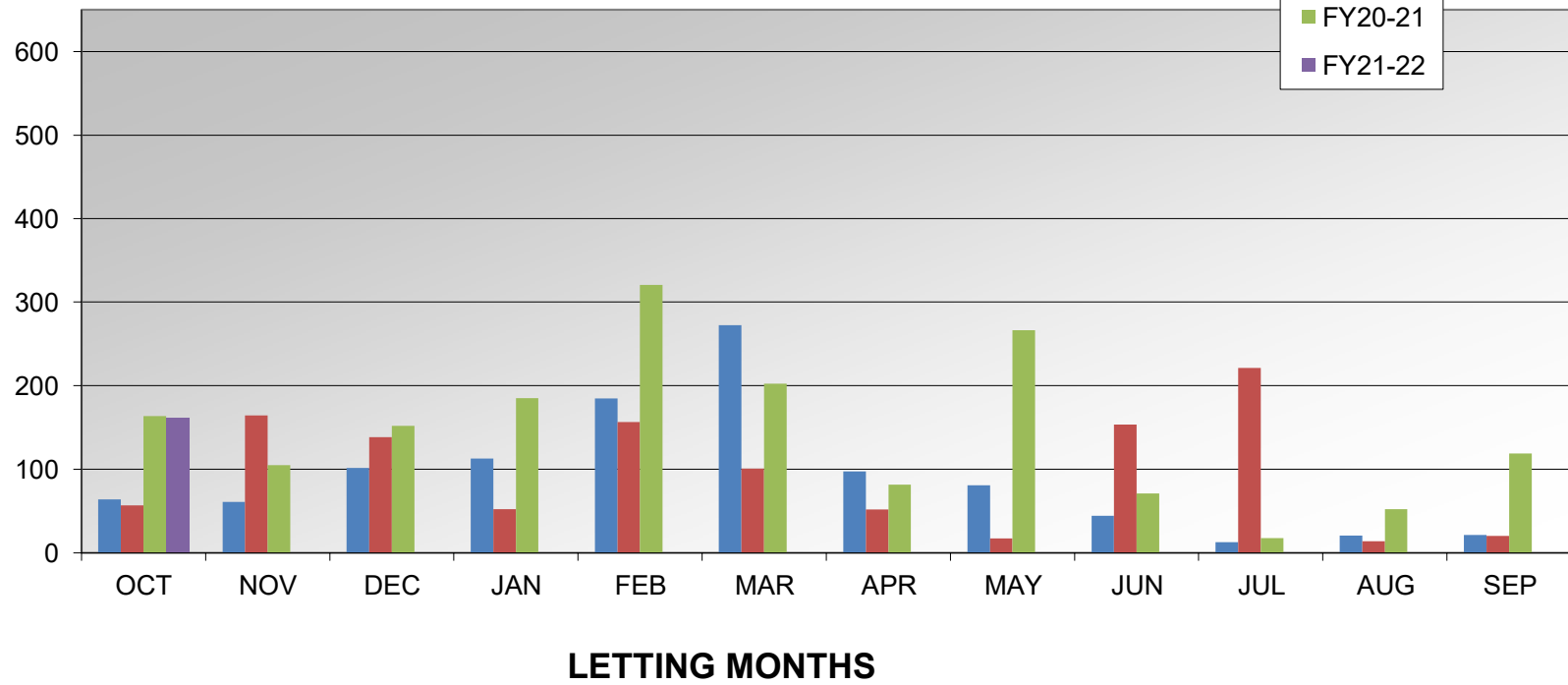
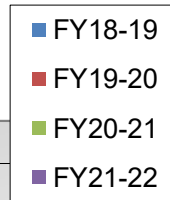
OCTOBER 2021 LETTING SUMMARY

STATISTICS	PROGRAM AREA				
	TRUNKLINE	LOCAL AGENCY	AERONAUTICS	FREIGHT SERVICES	TOTALS
Project Report					
Number of Contracts Let	28	16	0	1	45
Engineer Estimates of Contracts Let	\$127,866,603.76	\$13,481,072.15	\$0.00	\$21,252,194.27	\$162,599,870.18
Low Bid Report					
Low Bid Total	\$161,352,286.10	\$14,137,134.90	\$0.00	\$32,854,455.60	\$208,343,876.60
% over/under Engineer's Estimate	26.19%	4.87%	0.00%	0.00%	28.13%
All Bids Rejected Report					
Number of Contracts - All Bids Rejected	2	0	0	0	2
Engineer Estimate Total	\$18,117,886.92	\$0.00	\$0.00	\$0.00	\$18,117,886.92
Low Bid Total	\$35,184,023.50	\$0.00	\$0.00	\$0.00	\$35,184,023.50
% over/under Engineer's Estimate	\$0.00	0.00%	\$0.00	0.00%	94.19%
Low Bids Pending					
Number of To Be Announced Contracts	10	3	0	1	14
Engineer Estimate Total	\$82,374,283.27	\$3,362,339.95	\$0.00	\$21,252,194.27	\$106,988,817.49
Low Bid total	\$100,657,001.28	\$4,412,067.98	\$0.00	\$32,854,455.60	\$137,923,524.86
% over/under Engineer's Estimate	22.19%	31.22%	0.00%	54.59%	28.91%
Bidder (Bids) Report					
Number of Bids Received	92	70	0	3	165
Average # of Bidders per Project	3.29	4.38	0.00	0.00	3.67
UPCOMING LETTING PROJECTIONS					

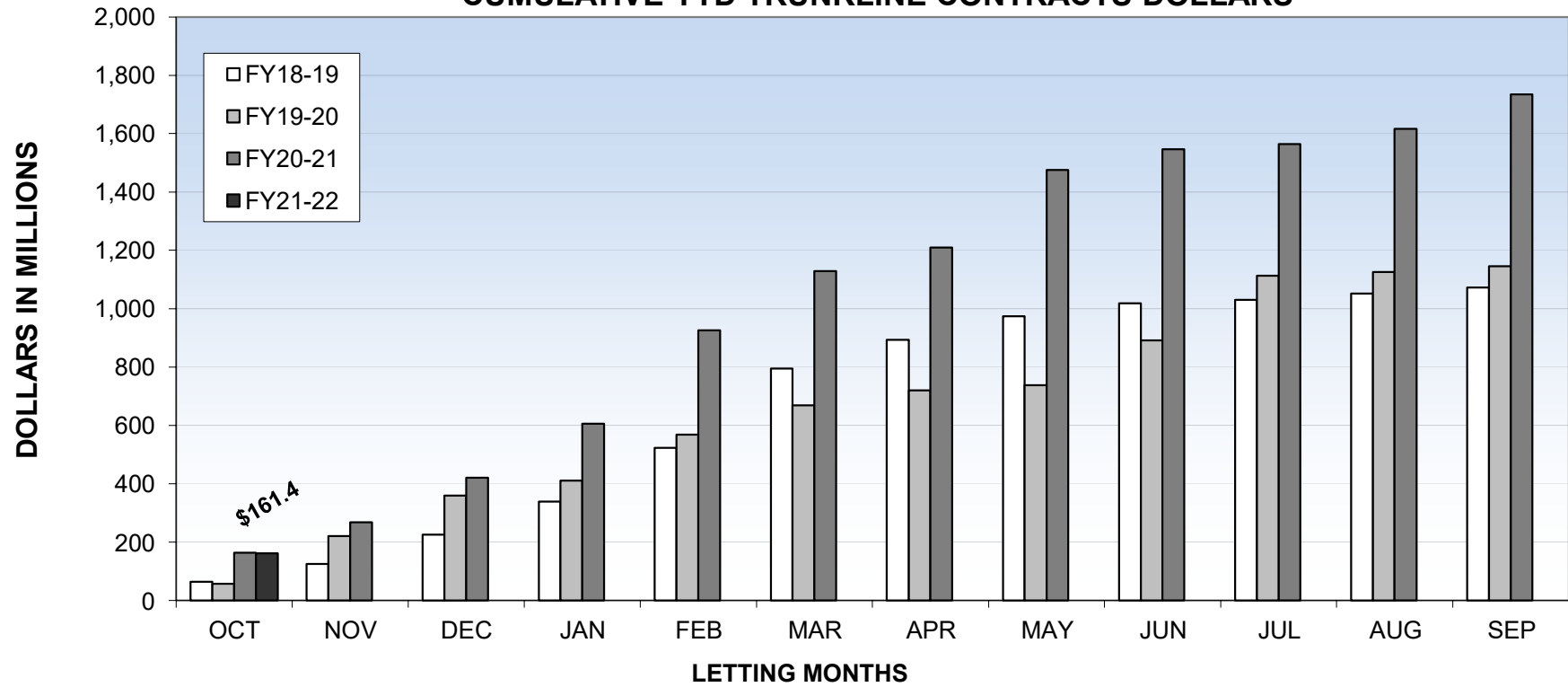
LETTING DATES	<u>Trunkline</u>	<u>Local Agency</u>	<u>Aeronautics</u>	<u>Freight Services</u>	<u>Total</u>
November 5, 2021, Bid Letting					
# of Contracts Advertised	46	13	0	0	59
# of Contracts with Warranties	21	0	0	0	21
\$ Engineer Estimates of Contracts Advertised (In million)	\$151,702,693.76	\$10,692,178.39	\$0.00	\$0.00	\$162,394,872.15
\$ Engineer Estimates of Warranty Contracts (In million)	\$115,503,557.46	\$0.00	\$0.00	\$0.00	\$115,503,557.46

MDOT LETTINGS TRUNKLINE CONTRACTS - Dollars per month

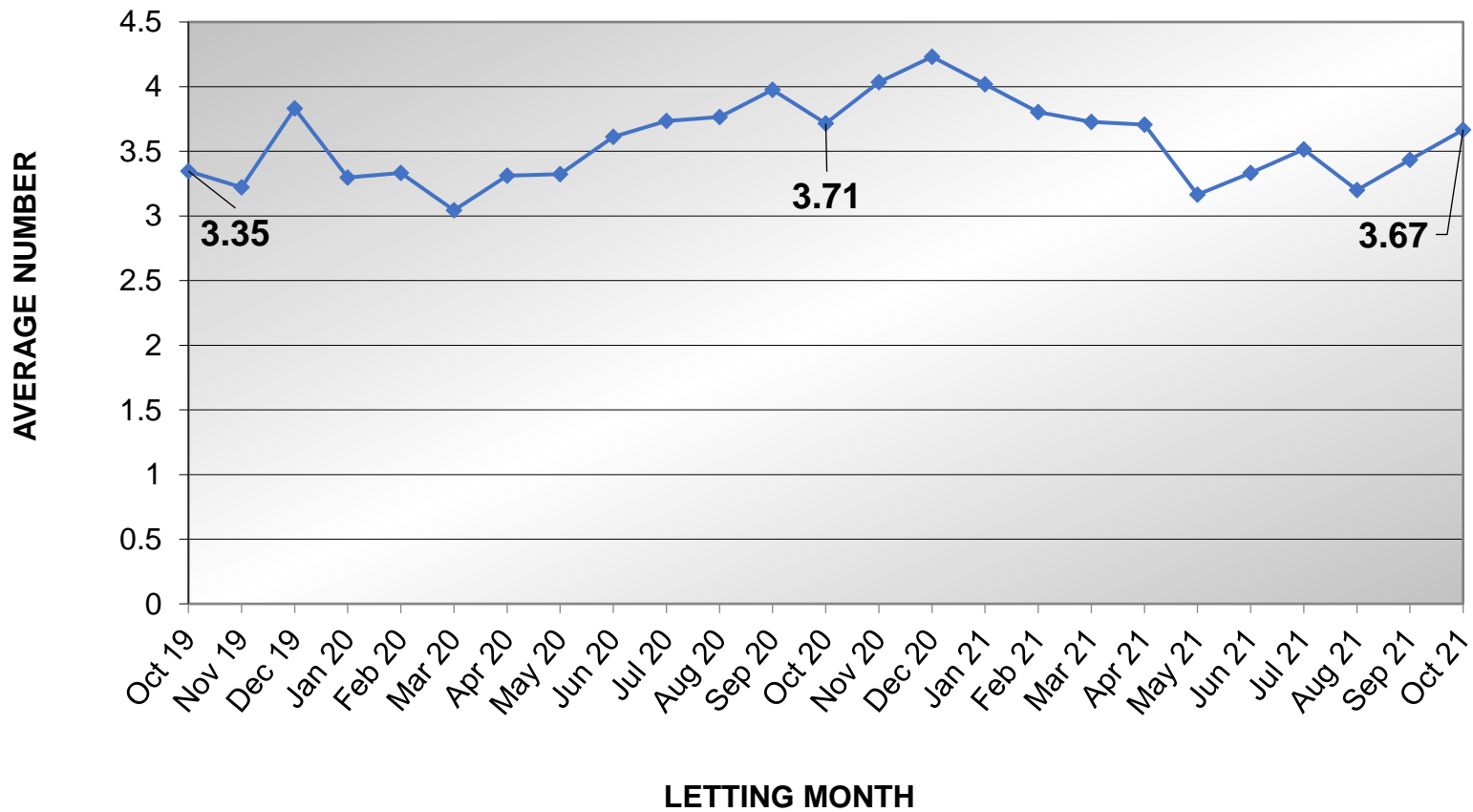
DOLLARS (In million)



MDOT LETTINGS CUMULATIVE YTD TRUNKLINE CONTRACTS DOLLARS



AVERAGE NUMBER OF BIDDERS
OCTOBER 2019 - OCTOBER 2021



NUMBER OF BIDS - BY REGION
OCTOBER 2021

REGION	NO BIDS	1 BID	2 BIDS	3 BIDS	4 BIDS	5 BIDS	6 BIDS	7 BIDS	8 BIDS	9 BIDS	=>10 BIDS	CONTRACTS BY REGION
BAY			1	1	1		1					4
GRAND			2	2		1	1			1		7
METRO			2	2	4	1		1		1		11
NORTH			4		3		1					8
SOUTHWEST					2	1						3
SUPERIOR		2	2	1	1	1						7
UNIVERSITY			1	3		1						5
NUMBER OF PROJECTS	0	2	12	9	11	5	3	1	0	2	0	45

REQUEST FOR MICHIGAN STATE TRANSPORTATION

COMMISSION APPROVAL

BID LETTING PRE-APPROVAL

November 4, 2021

The following contracts are being submitted for approval.

STATE PROJECTS**TRUNKLINE CONTRACTS**

1. Letting of November 5, 2021
Letting Call: 2111 001
Project: 82081-205017
Local Agreement:
Start Date: 10 days after award
Completion Date: October 1, 2021

Prequalification Level:
\$4,051,000.00

Bridge reconstruction including deck replacement, structural steel repairs, pin and hanger replacement, beam end cutting, partial painting, substructure repairs, concrete surface coating, silane treatment and approach work on M-153 over Hines Drive in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 2-year concrete surface coating warranty.

5.00 % DBE participation required
2. Letting of November 5, 2021
Letting Call: 2111 002
Project: ST 55011-131817 , ETC
Local Agreement:
Start Date: May 16, 2022
Completion Date: October 14, 2022

Prequalification Level:
\$11,867,000.00

17.93 mi of hot mix asphalt cold milling and resurfacing, joint repairs and drainage improvements on US-41 from south of 56th Avenue to south of County Road 352, Menominee County.

3.00 % DBE participation required
3. Letting of November 5, 2021
Letting Call: 2111 003
Project: NH 41062-200585
Local Agreement: 21-5376
Start Date: May 2, 2022
Completion Date: June 1, 2023

Prequalification Level:
\$3,900,000.00

4.20 mi of hot mix asphalt cold milling and resurfacing, pavement repairs, drainage work and pavement markings on M-11 from Church Avenue to US-131 in the cities of Grandville and Wyoming, Kent County. This project contains a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

4. Letting of November 5, 2021
Letting Call: 2111 004
Project: CM 41025-123325
Local Agreement:
Start Date: March 1, 2022
Completion Date: November 1, 2024

0.66 mi of hot mix asphalt ramp and weave/merge lane construction, reconstruction of ramp, crossover construction, drainage, guardrail, pavement markings, and ITS work on I-96 from M-21 (Fulton Street) to north of Cascade Road and M-21 from Loch Lomond Avenue to I-96, Kent County. This project includes a 5-year materials and workmanship pavement warranty.

6.00 % DBE participation required
5. Letting of November 5, 2021
Letting Call: 2111 005
Project: M 54014-201139
Local Agreement:
Start Date: July 11, 2022
Completion Date: September 24, 2022

8.47 mi of hot mix asphalt crushing, shaping, cold milling and resurfacing, guardrail upgrades and pavement markings on US-131 from 13 Mile Road north to north of 19 Mile Road and US-131BR (19 Mile Road) from west of US-131 to west of Northland Drive, Mecosta County. This project includes a 5-year and a 3-year materials and workmanship pavement warranty.

5.00 % DBE participation required
6. Letting of November 5, 2021
Letting Call: 2111 007
Project: ST 21041-209019 , ETC
Local Agreement:
Start Date: May 16, 2022
Completion Date: September 16, 2022

2.08 mi of hot mix asphalt cold milling and resurfacing with culvert replacement, guardrail and pavement markings on M-183 from south of US-2, Delta County. This project contains a 3-year materials and workmanship pavement warranty.

2.00 % DBE participation required
7. Letting of November 5, 2021
Letting Call: 2111 008
Project: IM 03034-201231
Local Agreement:
Start Date: April 18, 2022
Completion Date: June 1, 2023

Concrete deep overlay, expansion joint and pin and hanger replacement, steel repair, partial painting, riprap placement and approach work on I-196/US-31 NB over the Kalamazoo River in the city of Saugatuck, Allegan County.

3.00 % DBE participation required

8. Letting of November 5, 2021
Letting Call: 2111 009
Project: HIPB 74022-206687
Local Agreement: 21-5317
Start Date: February 14, 2022
Completion Date: June 30, 2023
- Prequalification Level:
\$8,441,000.00
- Bridge reconstruction of two structures with 36 inch prestressed concrete I beams, hot mix asphalt cold milling and resurfacing, water main relocation and approach work on M-90 over Mills Creek and Black River in the city of Croswell, Sanilac County. This project includes a 2-year concrete surface coating warranty.
- 5.00 % DBE participation required
9. Letting of November 5, 2021
Letting Call: 2111 010
Project: NH 52042-131846
Local Agreement: 21-5237
Start Date: May 2, 2022
Completion Date: October 26, 2022
- Prequalification Level:
\$4,100,000.00
- 0.57 mi of hot mix asphalt reconstruction, cold milling and hot mix asphalt surfacing, storm sewer and drainage repairs and improvements, traffic signal work, water main, signing and pavement markings on US-41/M-28 from Furnace Street to Front Street in the city of Marquette, Marquette County. This project includes a 5-year and a 3-year materials and workmanship pavement warranties.
- 3.00 % DBE participation required
10. Letting of November 5, 2021
Letting Call: 2111 011
Project: M 82071-211623
Local Agreement:
Start Date: December 6, 2021
Completion Date: June 6, 2022
- Prequalification Level:
\$1,718,000.00
- Bridge rehabilitation includes scaling, plywood false decking and lateral bracing on various routes in the cities of Melvindale and Detroit, Wayne County.
- 0.00 % DBE participation required
11. Letting of November 5, 2021
Letting Call: 2111 012
Project: HSIP 28013-207196
Local Agreement:
Start Date: September 6, 2022
Completion Date: November 11, 2022
- Prequalification Level:
\$1,495,000.00
- 0.93 mi of hot mix asphalt cold milling and resurfacing, center median island construction with curb and gutter, guardrail and drainage improvements and pavement markings on US-31/M-72 from north of Holiday Road northerly to Five Mile Road in the city of Traverse City, Grand Traverse County.
- 5.00 % DBE participation required

12. Letting of November 5, 2021
Letting Call: 2111 013
Project: ST 32022-119066
Local Agreement:
Start Date: February 14, 2022
Completion Date: September 19, 2024

4.18 mi of hot mix asphalt base crushing, shaping and resurfacing, intersection and geometric improvements, concrete curb and gutter, drainage and pavement markings on M-142 from Johnston Road to Ruth Road, Huron County. This project includes a 5-year materials and workmanship pavement warranty.

5.00 % DBE participation required
13. Letting of November 5, 2021
Letting Call: 2111 015
Project: M 82251-208031
Local Agreement:
Start Date: June 20, 2022
Completion Date: August 28, 2022

2.10 mi of full depth concrete pavement repairs, minor spall repairs, joint resealing, concrete crack sealing, diamond grinding and grooving and pavement markings on I-75 from I-375 to Canfield Street northbound/Piquette Street southbound in the city of Detroit, Wayne County.

0.00 % DBE participation required
14. Letting of November 5, 2021
Letting Call: 2111 016
Project: HSIP 14062-213302
Local Agreement:
Start Date: May 23, 2022
Completion Date: November 30, 2022

Installation of durable longitudinal pavement markings and mumble strips on various routes, Berrien, Cass and Van Buren Counties.

0.00 % DBE participation required
15. Letting of November 5, 2021
Letting Call: 2111 017
Project: NH 74061-209207
Local Agreement:
Start Date: May 2, 2022
Completion Date: September 2, 2022

7.74 mi of single chip seal, micro-surfacing, joint repair, shoulder gravel and pavement markings on M-46 from east of M-53 to west of M-19, Sanilac County. This project includes a 2-year pavement performance warranty.

3.00 % DBE participation required

16. Letting of November 5, 2021
Letting Call: 2111 018
Project: ST 28052-203987
Local Agreement:
Start Date: April 18, 2022
Completion Date: August 19, 2022
- Prequalification Level:
\$3,070,000.00
- 17.28 mi of hot mix asphalt cold milling, intermittent shoulder repairs and resurfacing and pavement markings on M-37 from Peninsula Drive to south of Mapleton Lane, Grand Traverse County. This project includes a 3-year materials and workmanship pavement warranty and a 2-year pavement performance warranty.
- 2.00 % DBE participation required
17. Letting of November 5, 2021
Letting Call: 2111 020
Project: IM 03035-204359
Local Agreement:
Start Date: May 31, 2022
Completion Date: October 28, 2022
- Prequalification Level:
\$1,168,000.00
- Bridge rehabilitation including deep concrete overlay, full depth deck patching, expansion joint replacement, barrier patching, pin and hanger replacement, partial painting, substructure patching, slope protection repairs, concrete surface coating, silane treatment and bridge approach replacement on M-40 over I-196 in the city of Holland, Allegan County. This project includes a 2-year concrete surface coating warranty.
- 3.00 % DBE participation required
18. Letting of November 5, 2021
Letting Call: 2111 022
Project: RBMP 33031-210087
Local Agreement: 21-5390
Start Date: February 1, 2022
Completion Date: September 30, 2024
- Prequalification Level:
\$60,447,000.00
- 12.46 mi of hot mix asphalt cold milling and resurfacing, earthwork, drainage, aggregate base, guardrail, barrier wall, signing, pavement markings and bridge rehabilitation of 10 structures includes epoxy overlays, substructure repairs, deck patching, zone painting, joint repair and scour protection on US-127 from Huntoon Creek to M-36, Ingham County. This project includes a 5-year performance warranty for thin epoxy polymer bridge deck overlay, two 5-year materials and workmanship pavement warranties and a 3-year materials and workmanship pavement warranty. This is an OJT VIP Pilot Project. Please see Special Provision for Preparation and Consideration of Bids on On-the-Job-Training Voluntary Incentive Program Projects.
- 7.00 % DBE participation required

19. Letting of November 5, 2021
Letting Call: 2111 024
Project: M 59032-210184
Local Agreement:
Start Date: July 11, 2022
Completion Date: September 30, 2022

Bridge reconstruction including concrete deck replacement and substructure repair, silane treatment, guardrail and approach work on M-91 over Flat River, Montcalm County.

0.00 % DBE participation required
20. Letting of November 5, 2021
Letting Call: 2111 025
Project: ST 78042-200913
Local Agreement:
Start Date: March 7, 2022
Completion Date: November 11, 2022

Bridge rehabilitation including epoxy overlay, deck patching, substructure repair, partial painting, thrie beam retrofit and approach work on M-60/M-66 over Nottawa Creek, St. Joseph County. This project includes a 5-year epoxy performance warranty.

3.00 % DBE participation required
21. Letting of November 5, 2021
Letting Call: 2111 028
Project: ST 11072-209726
Local Agreement:
Start Date: June 1, 2022
Completion Date: October 30, 2022

Bridge reconstruction includes superstructure replacement, substructure repairs, riprap, guardrail and approach work on M-140 over Paw Paw Lake Outlet, Berrien County.

4.00 % DBE participation required
22. Letting of November 5, 2021
Letting Call: 2111 030
Project: CPMG 82121-201579
Local Agreement: 21-5380
Start Date: January 10, 2022
Completion Date: November 19, 2022

Traffic signal modernization and wireless vehicle detection system on various routes in the city of Detroit, Wayne County.

0.00 % DBE participation required

23. Letting of November 5, 2021
Letting Call: 2111 037
Project: NH 65052-211184
Local Agreement:
Start Date: August 8, 2022
Completion Date: September 13, 2022
- Prequalification Level:
\$528,000.00
- 1.39 mi of hot mix asphalt fine textured pavement milling and resurfacing and pavement markings on M-33 from north of East Houghton Creek Road to south of Grand Jean Road, Ogemaw County. This project includes a 3-year materials and workmanship pavement warranty.
- 3.00 % DBE participation required
24. Letting of November 5, 2021
Letting Call: 2111 038
Project: M 19022-204059 , ETC
Local Agreement:
Start Date: April 18, 2022
Completion Date: October 27, 2023
- Prequalification Level:
\$7,863,000.00
- 9.65 mi of concrete pavement repairs, hot mix asphalt cold milling and resurfacing of shoulders, median cable barrier installation and pavement markings on I-96 from Ionia/Clinton County line to I-69, Clinton County.
- 2.00 % DBE participation required
25. Letting of November 5, 2021
Letting Call: 2111 039
Project: ST 14032-210872
Local Agreement:
Start Date: June 1, 2022
Completion Date: September 30, 2022
- Prequalification Level:
\$2,776,000.00
- 58.92 mi of overband crack fill, single course chip seal, fog seal, micro-surfacing and hot mix asphalt cold milling and resurfacing on various routes at several locations, Berrien, Cass, and Van Buren Counties. This project includes a 3-year materials and workmanship pavement warranty and two 2-year pavement performance warranties.
- 0.00 % DBE participation required
26. Letting of November 5, 2021
Letting Call: 2111 046
Project: ST 31013-208506
Local Agreement:
Start Date: May 16, 2022
Completion Date: August 19, 2022
- Prequalification Level:
\$1,142,000.00
- 2.16 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk ramps and pavement markings on M-26 from 21st Street northerly to the west village limits of Lake Linden, Houghton County. This project includes a 3-year materials and workmanship pavement warranty.
- 0.00 % DBE participation required

27. Letting of November 5, 2021
Letting Call: 2111 047
Project: IM 25131-211555-2
Local Agreement:
Start Date: 10 days after award
Completion Date: October 15, 2022

4.16 mi of hot mix asphalt cold milling and resurfacing, joint repairs, shoulder corrugations, spillway work and pavement markings on I-75 from the Oakland County line northerly to M-54, Genesee County. This project contains a 3-year materials and workmanship pavement warranty.

5.00 % DBE participation required
28. Letting of November 5, 2021
Letting Call: 2111 048
Project: M 56031-208864
Local Agreement:
Start Date: May 2, 2022
Completion Date: May 19, 2022

4.92 mi of hot mix asphalt cold milling and resurfacing, shoulder repairs, centerline rumble strips and pavement markings on M-30 from M-20 northerly to US-10 in the village of Sanford, Midland County.

0.00 % DBE participation required
29. Letting of November 5, 2021
Letting Call: 2111 049
Project: ST 31013-212742
Local Agreement:
Start Date: August 1, 2022
Completion Date: 30 Working Days

4.63 mi of paver placed surface seal, hot mix asphalt cold milling and resurface shoulders, fog seal and pavement markings on M-26 from 6th Street northeasterly to Tamarack Hill Road, Houghton County. This project includes a 3-year pavement performance warranty.

0.00 % DBE participation required
30. Letting of November 5, 2021
Letting Call: 2111 050
Project: ST 58032-201009
Local Agreement: 21-5394
Start Date: May 2, 2022
Completion Date: July 30, 2022

1.62 mi of hot mix asphalt cold milling and resurfacing, joint repairs, sidewalk ramps and pavement markings on M-50 from Ann Arbor Road easterly to the village limits of Dundee, Monroe County. This project includes a 3-year materials and workmanship pavement warranty.

3.00 % DBE participation required

LOCAL AGENCY CONTRACTS

31. Letting of November 5, 2021
Letting Call: 2111 034
Project: STL 21000-205825
Local Agreement: 21-5314
Start Date: 10 days after award
Completion Date: September 1, 2022

11.37 mi of hot mix asphalt overlay and pavement markings on County Road 535 (H Road/D Road) from M35 (Fuller Park) to US-2/41, Delta County. This is a Local Agency project.

0.00 % DBE participation required

Prequalification Level:
\$1,522,000.00
32. Letting of November 5, 2021
Letting Call: 2111 035
Project: STL 34000-206981
Local Agreement: 21-5343
Start Date: 10 days after award
Completion Date: June 17, 2022

4.76 mi of hot mix asphalt cold milling and resurfacing, shoulder improvement and pavement markings on Riverside Drive from the east city limits of Saranac to Ainsworth Road, Ionia County. This is a Local Agency project.

3.00 % DBE participation required

Prequalification Level:
\$990,000.00
33. Letting of November 5, 2021
Letting Call: 2111 036
Project: HIP 31000-208096
Local Agreement: 21-5333
Start Date: September 6, 2022
Completion Date: November 4, 2022

Bridge removal and replace with concrete precast 24 foot by 8 foot box culvert, guardrail and approach work on Mud Lake Road over Mud Lake Creek, Houghton County. This is a Local Agency project.

0.00 % DBE participation required

Prequalification Level:
\$973,000.00
34. Letting of November 5, 2021
Letting Call: 2111 040
Project: HSIP 41000-210439
Local Agreement: 21-5358
Start Date: June 15, 2022
Completion Date: May 30, 2023

0.55 mi of signal upgrades, concrete curb, gutter and sidewalk ramps, storm sewer, hemispherical video detection, Opticom GPS system, signing and pavement markings on Eastern Avenue SE from 36th Street to Ken-O-Sha Drive and from Alger Street to Wealthy Street and Kalamazoo Avenue at Hall Street in the city of Grand Rapids, Kent County. This is a Local Agency project.

4.00 % DBE participation required

Prequalification Level:
\$991,000.00

35. Letting of November 5, 2021
Letting Call: 2111 043
Project: STL 79000-212149
Local Agreement: 21-5360
Start Date: 10 days after award
Completion Date: June 30, 2022
- Prequalification Level:
\$537,000.00
- 4.15 mi of hot mix asphalt resurfacing, aggregate shoulders, permanent signing and pavement markings on Cass City Road from Colwood Road east to M-81, Tuscola County. This is a Local Agency project.
- 3.00 % DBE participation required
36. Letting of November 5, 2021
Letting Call: 2111 053
Project: STL 28000-205773
Local Agreement: 21-5381
Start Date: May 15, 2022
Completion Date: September 1, 2022
- Prequalification Level:
\$914,000.00
- 15.60 mi of single course chip seal, fog seal and pavement markings on various routes, Grand Traverse County. This is a Local Agency project.
- 0.00 % DBE participation required
37. Letting of November 5, 2021
Letting Call: 2111 056
Project: HSIP 50031-210473
Local Agreement: 21-5384
Start Date: 10 days after award
Completion Date: July 31, 2023
- Prequalification Level:
\$1,136,000.00
- Signal modernization includes steel strain poles, truss arms and video traffic detection system on various routes at multiple intersections, Macomb County. This is a Local Agency project.
- 0.00 % DBE participation required
38. Letting of November 5, 2021
Letting Call: 2111 057
Project: BRT 20000-209844
Local Agreement: 21-5387
Start Date: 10 days after award
Completion Date: July 1, 2022
- Prequalification Level:
\$2,607,000.00
- Replacement of structure with two span prestressed concrete 48-inch box beam and approach work on Wakeley Bridge Road over the AuSable River, Crawford County. This is a Local Agency project.
- 0.00 % DBE participation required

39. Letting of November 5, 2021
Letting Call: 2111 058
Project: HIPL 52000-208099
Local Agreement: 21-5349
Start Date: June 1, 2022
Completion Date: October 3, 2022

Prequalification Level:
\$600,000.00

Structure reconstruction includes a precast concrete three sided culvert and approach work on Loma Farms Road (County Road KE) over Big Garlic River, Marquette County. This is a Local Agency project.

0.00 % DBE participation required

40. Letting of November 5, 2021
Letting Call: 2111 060
Project: HSIP 82000-210483
Local Agreement: 21-5393
Start Date: 10 days after award
Completion Date: June 30, 2023

Prequalification Level:
\$2,018,000.00

16.64 mi of centerline corrugations, concrete sidewalks and ramps, signal improvements and pavement markings on various routes in the city of Detroit, Wayne County. This is a Local Agency project.

5.00 % DBE participation required

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the project described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by and in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba
Director

OFFICE MEMORANDUM

DATE: October 28, 2021

TO: State Transportation Commission

FROM: Jack Cotter, CPA, CGMA
Commission Auditor
Office of Commission Audits

SUBJECT: Justification Memorandums

Attached for your information are the department's justification memorandums for Exhibit A-2 items where the low bid exceeded the engineer's estimate by more than ten percent.

Signed copy on file

Jack Cotter, CPA, CGMA
Commission Auditor

Attachments

cc: T. Hagon

DATE: October 8, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: 1.56 mi of hot mix asphalt cold milling and resurfacing, concrete curb and gutter, drainage, signing, guardrail and pavement markings and bridge rehabilitation including epoxy overlay, deck joint replacement, scour countermeasures, substructure repairs, concrete surface coating, silane treatment with approach work on M-25 over the Black River Spillway and on M-25 from Hancock Street to M-136 in the city of Port Huron, St. Clair County.

Project Number: 77091-200119

Item Number: 2110 002

Low Bidder: Ace-Saginaw Paving Company

Eng. Est: \$4,776,669.43 Low Bid: \$5,789,507.16 Difference: \$1,012,837.73 Percent: 21.20

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$4,776,669.43
Ace-Saginaw Paving Company	\$5,789,507.16
Ajax Paving Industries, Inc.	\$5,998,607.49

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were the 30-inch Class A sewer; chemical grouting drainage structures; project cleanup; minor traffic devices; and traffic regulator control. These items were bid higher than normal due to a limited work area, maintaining traffic restrictions, a condensed construction schedule, and low production items. This project, located in an urban environment, has limited space in which to stage materials, with day and night staging set ups required to reduce the mobility impact along this urban corridor. In addition, the condensed schedule is to minimize disturbances to local businesses and schools. Furthermore, small quantities for spot repair of drainage structures and the associated pavement reconstruction drainage outfalls to the Black River, as well as curb and gutter replacement, lower production rates. Also, the drainage outfalls to the Black River will require work on a tall, steep embankment. These conditions led to an increase in costs. The estimator considered these factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of a limited work area, maintaining traffic restrictions, a condensed construction schedule, and low production items. This project received two bids of \$5,789,507.16 and \$5,998,607.49, which varied by 3.61 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable, based on the factors discussed.

The Bureau of Development and the Huron TSC request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
E. Poole	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
M. Irish	D. Potvin	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	T. Sauter
J. O'Leary	T. Avramenko	A. Houska	K. Kirkpatrick	B. Schlager
M. Donoso	C. Innis	J. Garza	R. Ranck	M. Chynoweth
R. Curtis				

BOD:DD:QA:DLP:raw

DATE: October 13, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: Bridge rehabilitation including deck replacement, substructure repairs, scour countermeasures, beam end repairs, steel cleaning and coating and approach work on M-64 over Floodwood River, US-141 over East Branch Net River and US-45 over Roselawn Creek, Iron and Ontonagon Counties.

Project Number: 66013-123247-2

Item Number: 2110 003

Low Bidder: Hebert Construction Co.

Eng. Est: \$3,646,093.65 Low Bid: \$4,876,667.11 Difference: \$1,230,573.46 Percent: 33.75

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$3,646,093.65
Hebert Construction Co.	\$4,876,667.11
Zenith Tech, Inc.	\$5,314,030.83

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were hot mix asphalt pay items; stream diversion for scour countermeasure placement; superstructure concrete, night casting; structures, remove portions and steel structure, cleaning, partial, type 4. These items were bid higher than normal due to a unique work item and location. This project consists of rehabilitation of four structures in remote locations in the upper peninsula. The stream diversion work is very complex and time consuming due in part to the deep water at that location. Also, this is a unique item of work with no bid history, making it difficult to accurately predict the cost. Additionally, the major items of work were likely bid higher than expected to help account for the multiple mobilizations of materials, equipment, and traffic control to multiple locations in two counties. The estimator considered these factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of unique work and multiple remote project locations. This project received two bids of \$4,876,667.11 and \$5,314,030.83, which varied by 8.97 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable, based on the factors discussed.

The Bureau of Development and the Superior Region Office request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
K. Kirkpatrick	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
M. Irish	D. Potvin	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
T. Sauter	J. O'Leary	T. Avramenko	A. Houska	R. Curtis
M. Donoso	C. Occhiuto	A. Anderson	M. Maloney	A. Johnson
M. Chynoweth				

BOD:DD:QA:RWC:raw

DATE: October 11, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: Bridge rehabilitation including concrete deep overlay, deck patching, joint replacement, beam end repair, pin and hanger replacement, partial painting and approach work on I-69 at 3 bridges, Calhoun County.

Project Number: 13073-200914

Item Number: 2110 013

Low Bidder: Davis Construction, Inc.

Eng. Est: \$1,904,410.40 Low Bid: \$2,123,282.93 Difference: \$218,872.53 Percent: 11.49

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,904,410.40
Davis Construction, Inc.	\$2,123,282.93
Milbocker and Sons, Inc.	\$2,650,341.69
Anlaan Corporation	\$2,733,729.85
C. A. Hull Co., Inc.	\$2,926,605.82
Grand River Construction, Inc.	\$2,998,224.54

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are hot mix asphalt approach and minor traffic devices. The project includes part-width construction of multiple bridges, one over water, and one over I-69. A small amount of asphalt approach is set up for one of the bridge locations, the rest to be used for maintaining traffic. This makes this item low volume, low production, and reason for the bid to be higher than estimated. In addition to the multiple movements of traffic control for part-width construction of the structures themselves, there will also be multiple movements of traffic control required for I-69, which is below one of the locations. This increased traffic control, with multiple movements is likely cause for the minor traffic devices to be bid higher than estimated. The estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate, due to low volume low production asphalt approach, part-width construction, and multiple movements of traffic control items. This project received five bids, ranging from of \$2,123,282.93 to \$2,998,224.54 which varied by 41.21 percent. The top two bids varied by 24.82 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable, based on the factors discussed.

The Bureau of Development and the Marshall Transportation Service Center request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
A. Houska	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	R. Curtis
A. Mahdavi	G. Finnila	S. Sorensen	W. Thompson	M. Chynoweth

BOD:DD:QA:MJI:raw

DATE: October 20, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: 9.27 mi of high tension cable barrier and guardrail installation along M-53 from 18 Mile Road to 27 Mile Road in the cities of Sterling Heights and Utica, Macomb County.

Project Number: 50013-201987

Item Number: 2110 014

Low Bidder: Action Traffic Maintenance, Inc.

Eng. Est: \$2,026,463.24 Low Bid: \$2,658,958.98 Difference: \$632,495.74 Percent: 31.21

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$2,026,463.24
Action Traffic Maintenance, Inc.	\$2,658,958.98
RMD Holdings, Ltd.	\$2,704,346.23
J. Ranck Electric, Inc.	\$2,905,111.58

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate were the high-tension cable barrier and high-tension cable barrier terminal pay items. There are reported national shortages of cable materials and supply chain issues associated with increased steel costs. Although there has been no declaration of a shortage by the FHWA, this appears to be impacting the availability and costs of cable barrier materials on this project. The estimator considered these factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of national shortages of the high-tension cable barrier materials. This project received three bids ranging from \$2,658,958.98 to \$2,905,111.58, which varied by 9.26 percent. The two lowest bids varied by only 1.71 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable, based on the factors discussed.

The Bureau of Development and the Metro Region Office request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
K. Kirkpatrick	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
M. Irish	D. Potvin	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
T. Sauter	J. O'Leary	T. Avramenko	A. Houska	K. Webb
S. Kotsonis	S. Singer	S. Minton		

BOD:DD:QA:RWC:raw

DATE: October 12, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: Bridge rehabilitation including concrete deep overlay, expansion joint and deck drain replacement, partial painting, substructure patching and approach work on I-75 northbound over the Pine River, Mackinac County.

Project Number: 49025-208901

Item Number: 2110 029

Low Bidder: Hebert Construction Co.

Eng. Est: \$1,773,190.75 Low Bid: \$2,724,691.49 Difference: \$951,500.74 Percent: 53.66

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,773,190.75
Hebert Construction Co.	\$2,724,691.49
Grand River Construction, Inc.	\$2,757,202.95
Anlaan Corporation	\$3,312,117.96
C. A. Hull Co. Inc.	\$4,773,961.21

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are road work items (hot mix asphalt 4EML and 5EML; minor traffic devices; and concrete barrier, temporary, limited deflection), and bridge work items (grade 4500 concrete; structure, rehabilitation, remove portions; and steel, structure, cleaning, partial). I-75 is a two-lane, guardrail section with a narrow width. Temporary widening is required to maintain one-lane of traffic, leaving a tight workspace to access the site, deliver and store materials, and perform the work. Placement of the road work items will be more time consuming, labor intensive, and will likely require additional traffic control to enter and exit the site, causing these items to be bid higher than estimated. The bridge work items are also affected by the tight workspace and part-width construction. The work includes deck joint replacement with portions of brush block and railing to be removed; however, the number of removals were estimated. Not only is this work labor intensive, but it creates a risk for the contractor to know how much time, effort, and material will be required. In addition, the steel cleaning is performed in conjunction with the areas of joint removal. Coordinating this cleaning with the other work,

within a tight workspace creates very low productivity. The estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate due to part-width construction within the narrow workspace available. This project received four bids ranging from of \$2,724,691.49 to \$4,773,961.21, which varied by 75.21 percent. However, the two lowest bids varied by only 1.19 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Newberry Transportation Service Center request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
A. Houska	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	A. Mahdavi
M. Lusk	M. Maloney	A. Johnson	M. Chynoweth	R. Curtis

BOD:DD:QA:MJI:raw

DATE: October 8, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: 0.40 mi of hot mix asphalt reconstruction and widening for center left turn lane, storm sewer, watermain, traffic signal and pavement markings on M-15 from Lexington Street to South Street and on Clark Street from Dayton Street to M-15 in the city of Davison, Genesee County.

Project Number: 25091-127231

Item Number: 2110 030

Low Bidder: Zito Construction

Eng. Est: \$2,594,991.23 Low Bid: \$2,881,522.70 Difference: \$286,531.47 Percent: 11.04

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$2,594,991.23
Zito Construction	\$2,881,522.70
Dan's Excavating, Inc.	\$3,018,432.69
L. A. Construction, Corp.	\$3,071,823.48
Superior Contracting Group L.L.C	\$3,214,842.00
Fessler & Bowman, Inc.	\$3,259,097.00
Springline Excavating, LLC	\$3,432,634.82

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are the road construction items (earth excavation, subbase, CIP, aggregate base and the hot mix asphalt mixes), vibration monitoring, and minor traffic devices. This project, located in a heavily trafficked area for both vehicles and pedestrians, also includes an elementary school which covers an entire block of the project limits. There is limited workspace due to right-of-way, utility relocation and coordination, and the required maintenance of all traffic. The project limits are small with multiple intersections and sidewalk crossings that must also be maintained, requiring construction to be completed in five separate stages, each with its own interim completion date. All these requirements suggest reasons why the road construction items (noted above), and the minor traffic devices were bid higher than estimated.

Furthermore, there is potential risk to the contractor, with the magnitude of commercial and residential buildings within the project limits, for the vibration monitoring item, increasing the cost. The estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate due to the overall complexity of the project requiring multiple stages, significant coordination, and effort to address maintenance of all traffic and utility relocations within limited right-of-way. This project received six bids ranging from of \$2,881,522.70 to \$3,432,634.82, which varied by 19.13 percent. However, the three lowest bids varied by only 6.6 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Davison Transportation Service Center request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
A. Houska	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	T. Block
K. Brown	J. Garza	R. Ranck		

BOD:DD:QA:MJI:raw

DATE: October 6, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: Bridge reconstruction with 12 inch prestressed concrete box beams and approach work on Main Street over Cedar Creek in the city of Cedar Springs, Kent County.

Project Number: 41000-206101

Item Number: 2110 001

Low Bidder: Milbocker and Sons, Inc.

Eng. Est: \$1,600,497.25 Low Bid: \$2,149,112.31 Difference: \$548,615.06 Percent: 34.28

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,600,497.25
Milbocker and Sons, Inc.	\$2,149,112.31
Grand River Construction, Inc.	\$2,325,466.70
Hardman Construction, Inc.	\$2,369,933.51
Davis Construction, Inc.	\$2,406,868.12
Anlaan Corporation	\$2,559,040.00

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are bridge construction items (structures, remove portions; cofferdams, left in place; pile, steel, furnished and driven; and prestressed concrete box beams), and minor traffic devices. In addition to bridge replacement, this project also includes sanitary sewer and water main relocation. Due to coordination for this utility construction, as well as environmental permit date restrictions, multiple construction stages are required. These stages will create multiple mobilizations of labor and equipment for the bridge construction and will create time when only utility work can be completed, increasing the cost. The local agency estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of the complexity of multiple staging and coordination required between bridge construction and utility relocation. This project received five bids ranging from \$2,149,112.31 to \$2,559,040.00, which varied by 19.07 percent. However, the two lowest bids varied by only 8.21 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the city of Cedar Springs request that this project be awarded to the low bidder based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
A. Houska	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	P. Rojas
K. Stein	S. Rozema	E. Kind	M. Chynoweth	

BOD:DD:QA:MJI:raw

DATE: October 6, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: 1.59 mi of hot mix asphalt shoulder widening with rumble strips, guardrail and recessed pavement markings on Sidney Road from the Montcalm Area Career Center easterly to M-66, Montcalm County.

Project Number: 59000-210236

Item Number: 2110 015

Low Bidder: Central Asphalt, Inc.

Eng. Est: \$586,255.20 Low Bid: \$644,933.79 Difference: \$58,678.59 Percent: 10.01

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$586,255.20
Central Asphalt, Inc.	\$644,933.79
CL Trucking & Excavating, LLC	\$682,836.30
Michigan Paving and Materials Company	\$700,269.15
Crawford Contracting, Inc.	\$726,556.31
Wonsey Tree Service, Inc.	\$744,643.29
Fessler & Bowman, Inc.	\$793,000.00
Malley Construction, Inc.	\$794,432.61
C & D Hughes, Inc.	\$814,103.97
Rieth-Riley Construction Co., Inc.	\$823,275.00

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are for trenching, asphalt mixes (4EML and 5EML), and the aluminum box culvert. The road cross section is not standard. The existing pavement width varies from 22-feet to 45-feet, with both paved and gravel shoulder widths varying on either side of the road throughout the project length. Because of the fluctuating road cross-section widths, the limits of trenching and asphalt placement are unpredictable. This limits productivity and makes trenching and asphalt paving more time consuming and labor intensive. In addition, this project also includes removal of two pipe culverts and replacement with a 16-foot aluminum box culvert. Due to environmental permit restrictions, no work is allowed in the water between May

1 and June 30. However, the project schedule also requires all work in the roadway to be completed by August 19 to avoid conflict with Montcalm Community College. These date restrictions likely caused an increase in the bid price of the aluminum box culvert. The local agency estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of the varying pavement and shoulder widths along the project, in addition to the date restrictions for culvert construction. This project received nine bids ranging from \$644,933.79 to \$823,275.00, which varied by 27.65 percent. However, the top three low bids varied by only 8.58 percent. We believe that rejecting the bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Road Commission for Montcalm County request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
A. Houska	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	P. Blazo
E. Kind	S. Rozema	K. McReynolds		

BOD:DD:QA:MJI:raw

DATE: October 8, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: October 1, 2021

Project Description: Remove bridge and replace with 20 foot by 12 foot precast concrete culvert, guardrail and approach work on 6 Mile Road over Waiska River, Chippewa County.

Project Number: 17000-209867

Item Number: 2110 032

Low Bidder: Payne & Dolan Inc.

Eng. Est: \$1,175,587.50 Low Bid: \$1,618,021.88 Difference: \$442,434.38 Percent: 37.64

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$1,175,587.50
Payne & Dolan Inc.	\$1,618,021.88
Elmer's Crane and Dozer, Inc.	\$1,828,425.88
Bacco Construction Company	\$1,854,094.58
Hebert Construction Co.	\$1,866,324.20
Anlaan Corporation	\$1,968,148.00

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are the items required for the concrete culvert construction (earth excavation; cofferdams; embankment, cast in place; culvert bedding; precast concrete box; box culvert joint tie assemblies; structure backfill, cast in place; and riprap). This project is located over the Waiska River, approximately one mile from Lake Superior, and full closure of the roadway is allowed for only 30 days. In addition, access to the site for equipment and material delivery is limited by the overall project location, including an eight-mile detour. Furthermore, the remote location of the project, near the northern shoreline of Lake Superior, includes lengthy detours, difficult access for equipment and material delivery, as well as limited road closure duration likely caused the main items of culvert construction to be bid higher than estimated. The local agency estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate due to remote project location causing difficult accessibility for equipment and material delivery, a lengthy detour, and condensed construction schedule. The project received five bids ranging from \$1,618,021.88 to \$1,968,148.00, which varied by 21.64 percent. The two lowest bids varied by 13 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Chippewa County Road Commission request that this project be awarded to the low bidder, based on the above conclusion.

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
A. Houska	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	T. Barry
M. Maloney	A. Johnson	E. Magnuson	M. Chynoweth	

BOD:DD:QA:MJI:raw



OFFICE MEMORANDUM

DATE: October 19, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Brandan Maurer, Chief Rail Engineer
Office of Rail

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: 10/01/21

Project Description: 0.3 mi of road reconstruction/rehabilitation on Mechanic Street, Jackson Street, Blackstone Street, and Van Buren Street in coordination with railroad bridge replacement over Mechanic Street and Jackson Street with retaining walls, Amtrak Michigan Line track work with grade raise, municipal utility relocation, and maintaining traffic in the City of Jackson, Jackson County.

Project Number: 38000-204744-2

Item Number: 2110 041

Low Bidder: Anlaan Corporation

Eng. Estimate: \$21,252,194.27 Low Bid: \$32,854,455.60 Difference: \$11,602,261.33
Percent: 54.59%

The table below shows the engineer's estimate and the proposed bids received for this project:

Vendor Name	Total Bid	Percent of Low Bid	Percent of Estimate
Engineer's Estimate	\$21,252,194.27	64.69%	100.00%
Anlaan Corporation	\$32,854,455.60	100.00%	154.59%
Kiewit Infrastructure Co.	\$35,357,725.97	107.62%	166.37%
C.A. Hull Co., Inc.	\$48,966,118.20	149.04%	230.40%

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be higher than the engineer's estimate was as follows:

Structures, Rem Portions (AML MP75.79)
Structures, Rem Portions (AML MP75.94)
Steel Sheet Piling, Permanent

Substructure Conc
Structural Steel, Mixed, Erect
Structural Steel, Plate, Furn and Fab, Special, Type I
Structural Steel, Plate, Furn and Fab, Special, Type II
Micropile, Type A, Furn and Install
Micropile Equipment, Furn (AML MP75.79)
Micropile Equipment, Furn (AML MP75.94)

These items were bid higher than normal due to rising concrete and steel prices due to global supply chain issues, and the specialty nature of some of the work on this project. Additionally, a 120-hour allowable closure window was included in the project that included liquated damages if it is exceeded. The inclusion of this allowable closure window was necessary to limit the economic impact to both the passenger and freight trains that frequently traverse this corridor. The risk and associated liquated damages of removing and replacing the bridges within the allowable closure window may have contributed to increased costs for several work items. The estimator considered historical and current item pricing at the time of preparing the estimate which did not account for the recent significant increase in prices as a result of the factors discussed above.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineers estimate because of increases in steel and concrete prices and concern with the 120-hour allowable closure window and the assessed liquated damages. This project received three bids ranging from \$32,854,455.60 to \$48,966,118.20, which varied by 49.04 percent. The two lowest bids varied by 7.62 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Office of Rail requests that this project be awarded to the low bidder, based on the above conclusion.

Brandan Maurer, P.E.
Chief Rail Engineer
Office of Rail

cc: J. Cotter D. Harr S. Thurman T. Kratofil Director Ajegba
V. Lake R. Cousin L. Strzalka C. Rademacher MDOT-eProposal
M. Chynoweth B. Wieferich M. Shulick C. Tennes R. Mitchell
J. Ranger H. Stinson H. Hinchcliff K. Farlin L. Bretz
C. Masseur D. Grover J. Gutting E. Poole D. Parker
K. Wallace J. Fossitt J. Pittman P. Anastor J. D'Lamater

REQUEST FOR MICHIGAN STATE
TRANSPORTATION COMMISSION APPROVAL
LETTING EXCEPTIONS AGENDA

November 4, 2021

TRUNKLINE CONTRACTS

1. Letting of October 1, 2021
Letting Call: 2110 002
Project: NH 77091-200119
Local Agreement: 21-5330
Start Date: March 7, 2022
Completion Date: August 13, 2022

Low Bid: **\$5,789,507.16**
Engineer Estimate: \$4,776,669.43
Pct Over/Under Estimate: 21.20 %

1.56 mi of hot mix asphalt cold milling and resurfacing, concrete curb and gutter, drainage, signing, guardrail and pavement markings and bridge rehabilitation including epoxy overlay, deck joint replacement, scour countermeasures, substructure repairs, concrete surface coating, silane treatment with approach work on M-25 over the Black River Spillway and on M-25 from Hancock Street to M-136 in the city of Port Huron, St. Clair County. This project includes a 2-year warranty on concrete surface coating, a 5-year epoxy performance warranty and a 5-year materials and workmanship pavement warranty.

5.00 % DBE participation required

Bidder	As-Submitted	As-Checked
Ace-Saginaw Paving Company	\$5,789,507.16	Same 1 **
Ajax Paving Industries, Inc.	\$5,998,607.49	Same 2

Total Number of Bidders: 2

2. Letting of October 1, 2021
Letting Call: 2110 003
Project: NH 66013-123247-2, ETC
Local Agreement:
Start Date: 10 days after award
Completion Date: October 28, 2022

Low Bid: **\$4,876,667.11**
Engineer Estimate: \$3,646,093.65
Pct Over/Under Estimate: 33.75 %

Bridge rehabilitation including deck replacement, substructure repairs, scour countermeasures, beam end repairs, steel cleaning and coating and approach work on M-64 over Floodwood River, US-141 over East Branch Net River and US-45 over Roselawn Creek, Iron and Ontonagon Counties. This project includes a 2-year bridge coating warranty.

4.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Hebert Construction Co.	\$4,876,667.11	Same	1 **
Zenith Tech, Inc.	\$5,314,030.83	Same	2

Total Number of Bidders: 2

3. Letting of October 1, 2021
 Letting Call: 2110 008
 Project: NH 31051-204761
 Local Agreement:
 Start Date: March 11, 2022
 Completion Date: December 1, 2022
 Installation of overhead light which deconstruct and notification at the Portage Lake Lift Bridge on US-41 and M-26 in the city of Houghton and Hancock, Houghton County.

Low Bid: **\$1,125,410.75**
 Engineer Estimate: \$1,904,410.40
 Pct Over/Under Estimate: 4.90 %

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
J. Ranck Electric, Inc.	\$1,125,246.75	Same	1 **

Total Number of Bidders: 1

4. Letting of October 1, 2021
 Letting Call: 2110 013
 Project: NH 13073-200914
 Local Agreement:
 Start Date: March 21, 2022
 Completion Date: August 26, 2022

Low Bid: **\$2,123,282.93**
 Engineer Estimate: \$1,904,410.40
 Pct Over/Under Estimate: 11.49 %

Bridge rehabilitation including concrete deep overlay, deck patching, joint replacement, beam end repair, pin and hanger replacement, partial painting and approach work on I-69 at 3 bridges, Calhoun County. This project includes a 2-year warranty on concrete surface coating.

5.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Davis Construction, Inc.	\$2,123,282.93	Same	1 **
Milbocker and Sons, Inc.	\$2,650,341.69	Same	2
Anlaan Corporation	\$2,733,729.85	Same	3
C. A. Hull Co., Inc.	\$2,926,605.82	Same	4
Grand River Construction, Inc.	\$2,998,224.54	Same	5

Total Number of Bidders: 5

5. Letting of October 1, 2021
 Letting Call: 2110 014
 Project: HSIP 50013-201987
 Local Agreement:
 Start Date: April 15, 2022
 Completion Date: July 15, 2022

Low Bid: **\$2,658,958.98**
 Engineer Estimate: \$2,026,463.24
 Pct Over/Under Estimate: 31.21 %

9.27 mi of high tension cable barrier and guardrail installation along M-53 from 18 Mile Road to 27 Mile Road in the cities of Sterling Heights and Utica, Macomb County.

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Action Traffic Maintenance, Inc.	\$2,658,958.98	Same	1 **
RMD Holdings, Ltd.	\$2,704,346.23	Same	2
J. Ranck Electric, Inc.	\$2,905,111.58	Same	3

Total Number of Bidders: 3

6. Letting of October 1, 2021
 Letting Call: 2110 029
 Project: IM 49025-208901
 Local Agreement:
 Start Date: 10 days after award
 Completion Date: October 14, 2022

Low Bid: **\$2,724,691.49**
 Engineer Estimate: \$1,773,190.75
 Pct Over/Under Estimate: 53.66 %

Bridge rehabilitation including concrete deep overlay, expansion joint and deck drain replacement, partial painting, substructure patching, and approach work on I-75 northbound over the Pine River, Mackinac County.

3.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Hebert Construction Co.	\$2,724,691.49	Same	1 **
Grand River Construction, Inc.	\$2,757,202.95	Same	2
Anlaan Corporation	\$3,312,117.96	Same	3
C. A. Hull Co., Inc.	\$4,773,961.21	Same	4

Total Number of Bidders: 4

7. Letting of October 1, 2021
 Letting Call: 2110 030
 Project: CM 25091-127231
 Local Agreement: 20-5367
 Start Date: April 18, 2022
 Completion Date: June 15, 2023

Low Bid: **\$2,881,522.70**
 Engineer Estimate: \$2,594,991.23
 Pct Over/Under Estimate: 11.04 %

0.40 mi of hot mix asphalt reconstruction and widening for center left turn lane, storm sewer, watermain, traffic signal and pavement markings on M-15 from Lexington Street to South Street and on Clark Street from Dayton Street to M-15 in the city of Davison, Genesee County. This project includes a 5-year materials and workmanship pavement warranty.

7.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Zito Construction	\$2,881,522.70	Same	1 **
Dan's Excavating, Inc.	\$3,018,432.69	Same	2
L. A. Construction, Corp.	\$3,071,823.48	Same	3
Superior Contracting Group L.L.C.	\$3,214,842.00	Same	4
Fessler & Bowman, Inc.	\$3,259,097.00	Same	5
Springline Excavating, LLC	\$3,432,634.82	Same	6

Total Number of Bidders: 6

8. Letting of October 1, 2021
 Letting Call: 2110 031
 Project: HSIP 05021-132601
 Local Agreement:
 Start Date: February 20, 2022
 Completion Date: June 1, 2023

Low Bid: **\$1,247,956.02**
 Engineer Estimate: \$1,194,914.26
 Pct Over/Under Estimate: 4.93 %

37.06 mi of structure mitigation for road shoulder widening, sign upgrades, tree clearing, guardrail work, slope fencing on M-52 from Pearsall Road easterly to US-131, on US-131 from Lears Road south to M-32 and on M-32 from US-131 to the east Otsego County line, Antrim, Charlevoix, Emmet, and Otsego Counties.

6.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Elmer's Crane and Dozer, Inc.	\$1,247,956.02	Same	1 **
Rieth-Riley Construction Co., Inc.	\$1,706,870.75	Same	2

Total Number of Bidders: 2

LOCAL AGENCY CONTRACTS

9. Letting of October 1, 2021
Letting Call: 2110 001
Project: MCS 41000-206101
Local Agreement: 21-5344
Start Date: March 1, 2022
Completion Date: September 30, 2022
- Low Bid: **\$2,149,112.31**
Engineer Estimate: \$1,600,497.25
Pct Over/Under Estimate: 34.28 %

Bridge reconstruction with 12 inch prestressed concrete box beams and approach work on Main Street over Cedar Creek in the city of Cedar Springs, Kent County. This is a Local Agency project.

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Milbocker and Sons, Inc.	\$2,149,112.31	Same	1 **
Grand River Construction, Inc.	\$2,325,466.70	Same	2
Hardman Construction, Inc.	\$2,369,933.51	Same	3
Davis Construction, Inc.	\$2,406,868.12	Same	4
Anlaan Corporation	\$2,559,040.00	Same	5

Total Number of Bidders: 5

10. Letting of October 1, 2021
Letting Call: 2110 015
Project: HRRR 59000-210236
Local Agreement: 21-5357
Start Date: May 31, 2022
Completion Date: November 15, 2022
- Low Bid: **\$644,933.79**
Engineer Estimate: \$586,255.20
Pct Over/Under Estimate: 10.01 %

1.59 mi of hot mix asphalt shoulder widening with rumble strips, guardrail, and recessed pavement markings on Sidney Road from the Montcalm Area Career Center easterly to M-66, Montcalm County. This is a Local Agency project.

4.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Central Asphalt, Inc.	\$644,933.79	Same	1 **
C L Trucking & Excavating, LLC	\$682,836.30	Same	2
Michigan Paving and Materials Company	\$700,269.15	Same	3
Crawford Contracting, Inc.	\$726,556.31	Same	4
Wonsey Tree Service, Inc.	\$744,643.29	Same	5
Fessler & Bowman, Inc.	\$793,000.00	Same	6
Malley Construction, Inc.	\$794,432.61	Same	7
C & D Hughes, Inc.	\$814,103.97	Same	8
Rieth-Riley Construction Co., Inc.	\$823,275.00	Same	9

Total Number of Bidders: 9

11. Letting of October 1, 2021
 Letting Call: 2110 032
 Project: MCS 17000-209867
 Local Agreement: 21-5326
 Start Date: June 6, 2022
 Completion Date: October 1, 2022

Low Bid: **\$1,618,021.88**
 Engineer Estimate: \$1,175,587.50
 Pct Over/Under Estimate: 37.64 %

Remove bridge and replace with 20-foot by 12-foot precast concrete culvert, guardrail and approach work on 6 Mile Road over Waiska River, Chippewa County. This is a Local Agency project.

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Payne & Dolan Inc.	\$1,618,021.88	Same	1 **
Elmer's Crane and Dozer, Inc.	\$1,828,425.88	Same	2
Bacco Construction Company	\$1,854,094.58	Same	3
Hebert Construction Co.	\$1,866,324.20	Same	4
Anlaan Corporation	\$1,968,148.00	Same	5

Total Number of Bidders: 5

OFFICE OF RAIL

12. Letting of October 1, 2021
Letting Call: 2110 041
Project: N/A 38000-204744-2
Local Agreement:
Start Date: March 7, 2022
Completion Date: September 30, 2024

Low Bid: **\$32,854,455.60**
Engineer Estimate: \$21,252,194.27
Pct Over/Under Estimate: 54.59 %

0.3 mi of road reconstruction/rehabilitation on Mechanic Street, Jackson Street, Blackstone Street, and Van Buren Street in coordination with railroad bridge replacement over Mechanic Street and Jackson Street with retaining walls, Amtrak Michigan Line track work with grade raise, municipal utility relocation, and maintaining traffic in the city of Jackson, Jackson County. Only shortlisted contractors are eligible to bid on this project.

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Anlaan Corporation	\$32,854,473.80	\$32,854,455.60	1 **
Kiewit Infrastructure Co.	\$35,357,725.97	Same	2
C. A. Hull Co., Inc.	\$48,966,118.20	Same	3

Total Number of Bidders: 3

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the project described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by and in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba, P.E.
Director

INFORMATION FOR MICHIGAN STATE
TRANSPORTATION COMMISSION

November 4, 2021

The following project information is being provided for informational purposes, as requested by the State Transportation Commission

LOCAL AGENCY CONTRACT

- | | | |
|----|---|---|
| 1. | Letting of October 1, 2021
Letting Call: 2110 223
Project: STL 48000-206198
Local Agreement: 21-5273
Start Date: 10 days after award
Completion Date: October 15, 2022 | Low Bid: \$73,967.40
Engineer Estimate: \$79,455.34
Pct Over/Under Estimate: -6.91 % |
|----|---|---|

Application of pavement markings on various routes, Luce County. This is a Local Agency project.

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked
P.K. Contracting, LLC	\$73,967.40	Same 1 **

Total Number of Bidders: 1

These project(s), for which the bid is under Five Hundred Thousand Dollars (\$500,000) and has less than two (2) bidders or is a low bid rejection or have other bid issues, are being submitted for informational purposes. The contract(s) for these project(s) will, at the Director's discretion, be processed and awarded to the low bidder. I approve the project(s) described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by and in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum April 7, 2021.

Respectfully submitted,

Paul C. Ajegba P.E.
Director

EXHIBIT B
Department Projects
Items to the Commission - November 04, 2021

				Total Over the Original Cost (All MDOT)					Total Over the Original Cost (MDOT/MDOT)			Total Over the Original Cost (MDOT/Cons)			
				\$763,429.01					\$641,767.57			\$121,661.44			
				Number of ProjectsOver 10% (5 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$5,553,382.93	\$6,316,811.94	\$763,429.01	13.75%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by MDOT (M) or Consultant (C)	Reason for Additional Project Costs
1	Southwest	13033	209784	0.55 mi of upgrade of existing region with LED luminaires onl-194 at Dickman Road in the city of Battle Creek, Calhoun County.	Wright Electric Company, Inc.	\$23,447.50	\$28,961.00	\$5,513.50	23.51%	4/15/2021	4/30/2021	4/15/2021	6/10/2021	M	<u>Reason #1:</u> CM #1 added item Mobile Attenuator. This item was added for protection of construction workers and to be in accordance with 12SP-812A-02 indicating the use of mobile attenuators for aerial operations which improves project safety. Reason 1 accounts for \$4,365.00, or 79% of the total increase to the project costs.
2	North	69031	201999	5.58 mi of safety improvements including tree clearing, culvert extensions and slope flattening on I-75 from Marlette Road northerly to I-75 Business Loop in the city of Gaylord, Otsego County.	M & M Excavating Company	\$813,593.95	\$956,774.48	\$143,180.53	17.60%	9/8/2020	11/6/2020	11/6/2020	7/29/2021	M	<u>Reason #1:</u> CM #4 increased item Slope Restoration, Type A. The earth disturbance impacts related to performing the clearing for this project were difficult to quantify during design since clearing was paid for by the station. The varying areas cleared per station based on the offsets given in the project log led to greater areas needing restoration than anticipated. Reason 1 accounts for \$97,101.00, or 68% of the total increase to the project costs.
3	Southwest	13045	204935	Construction of new pedestrian bridge including removal of deficient sidewalk and approach work over the Kalamazoo Rive rat M-227 in the city of Marshall, Calhoun County.	Davis Construction, Inc.	\$687,070.54	\$808,731.98	\$121,661.44	17.71%	3/9/2020	5/14/2021	5/14/2021	7/1/2021	C	<u>Reason #1:</u> CM #2 added item Force Account Obstruction Removal. An obstruction was discovered that was in line with the piles and sheeting. The obstruction had to be removed due to the bridge being prefabricated, having an unchangeable length and orientation. Reason 1 accounts for \$84,845.54, or 70% of the total increase to the project costs.
4	Grand	53033	123206	3.74 mi of hot mix asphalt cold milling and resurfacing, aggregate base, drainage and pavement markings on US-31 from US-10 north to Sugar Grove Road, Mason County.	Rieth-Riley Construction Co., Inc.	\$2,368,227.89	\$2,679,123.47	\$310,895.58	13.13%	3/9/2020	6/1/2021	9/9/2020	8/19/2021	M	<u>Reason #1:</u> CM #14 increased items HMA Approach (\$115,288.92), Slope Restoration, Type B (\$75,807.28), and HMA, 4E1 (\$32,899.64). The plan quantities for both items were underestimated during design and additional quantities were needed to complete the project. Reason 1 accounts for \$223,995.84, or 72% of the total increase to the project costs.
5	Bay	18021	201357	8.40 mi of hot mix asphalt cold milling and resurfacing, drainage and guardrail upgrades on US-10 from just west of the Clare/Osceola county line easterly to just west of Ludington Drive, Clare and Osceola Counties.	Rieth-Riley Construction Co., Inc.	\$1,661,043.05	\$1,843,221.01	\$182,177.96	10.97%	7/22/2019	7/11/2020	7/11/2020	8/26/2021	M	<u>Reason #1:</u> CM #13 increased items Cold Milling HMA Surface (\$5,320.33) and HMA, 5E1 (\$132,742.89). These items were increased because additional quantities were needed to complete the project. Reason 1 accounts for \$138,063.22, or 76% of the total increase to the project costs.

EXHIBIT B
Local Projects
Items to the Commission - November 04, 2021

				Total Over the Original Cost (All Local)					Total Over the Original Cost (Local/Local)			Total Over the Original Cost (Local/Cons)			
				\$5,062,954.52					\$510,731.68			\$4,552,222.84			
				Number of Projects Over 10% (9 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$12,225,234.68	\$17,288,189.20	\$5,062,954.52	41.41%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by Local (L) or Consultant (C)	Reason for Additional Project Costs
1	University	33000	130436	2.41 mi of road widening for paved shoulders and hot mix asphalt resurfacing, grading, concrete curb and gutter, drainage and pavement markings on Jolly Road from Dobie Road to Meridian Road, Ingham County.	Hoffman Bros., Inc.	\$2,234,223.13	\$2,519,129.40	\$284,906.27	12.75%	2/20/2018	7/24/2020	10/22/2018	3/4/2021	L	<p><u>Reason #1:</u> CM #3 increased item Aggregate Base, Salv, 9 inch (\$28,980.75) and Subbase, CIP (\$30,669.76). Additional quantities of these items were needed to achieve the required planned width.</p> <p><u>Reason #2:</u> CM #3 added items Cold Milling HMA Surface, Modified (\$5,403.42), Detectable Warning Surface, Cast Iron (\$6,039.60), and HMA, LVSP (\$32,664.00). The condition of the existing pavement at a number of intersections was more deteriorated than noted during the design phase of the project. Ingham County Road Commission elected to add additional work to address this during construction. These items were paid 100% by Ingham County Road Commission.</p> <p><u>Reason #3:</u> CM #3 added item Cold Milling HMA Surface, Modified (\$10,984.11). The condition of the existing pavement at a number of intersections was more deteriorated than noted during the design phase of the project.</p> <p><u>Reason #4:</u> CM #4 increased and decreased item HMA LVSP totaling \$65,323.64. HMA resurfacing was extended due to poor pavement conditions found at Dobie Road and Meridian Road.</p> <p>Reasons 1-4 account for \$180,065.28, or 63% of the total increase to the project costs.</p>
2	Metro	82000	132679	Bridge rehabilitation including deck overlay, painting, barrier, approach reconstruction, guardrail, hot mix asphalt resurfacing and pavement marking on Dix Toledo Road over Allen Road and Pennsylvania Road, Wayne County.	C. A. Hull Co., Inc.	\$3,591,083.61	\$7,364,165.93	\$3,773,082.32	105.07%	6/5/2018	5/15/2020	1/14/2020	6/10/2021	C	<p><u>Reason #1:</u> CM #10 added items Scarifying Modified (\$30.28), Adhesive Anchoring of Vertical Bar, ½" (\$20.26), Adhesive Anchoring of Vertical Bar, ¾" (\$1,920.00), Bridge Railing, Aesthetic Parapet Tube (\$43,350.00), Hand Chipping Deep (\$11,250.00), Reinforcement, Steel, Epoxy Coated (\$21,649.92). The delamination percentage of each bridge deck was far greater than originally designed requiring the scope of the project to change. These items were 100% paid by Wayne County Road Commission.</p> <p><u>Reason #2:</u> CM #10 added items Contractor Staking (\$5,000.00), Shear Developers (\$53,760.00), Shear Developers (\$39,468.00), Structures, Rehab, Rem Portions (\$300,000.00), Structures, Rehab, Rem Portions (\$225,000.00), Superstructure Conc, Night Casting (\$222,075.00), Supstr Conc, Form, Fin, and Cure, Night Cast (\$455,500.00), Supstr Conc, Form, Fin, and Cure, Night Cast (\$357,000.00), Top Flanges and Beam Ends, Clean and Coat (\$28,125.00), and Structures, Rehab, Rem Portions Adjustment (-\$64,600.00) . The delamination percentage of each bridge deck was far greater than originally designed requiring the scope of the project to change.</p> <p><u>Reason #3:</u> CM #21 added item Str Steel, Retrofit, Furn, F Erect-Pennsylvania (\$318,291.00). The H-bearings and beam ends at Pennsylvania Road had a substantial amount of pack rust, corrosion, and section loss. Exploratory blasting was performed to allow for assessment of section loss and overall condition of the bearings/beam ends. The bearings were found to have substantial section loss; 100% in some areas and need to be replaced.</p> <p><u>Reason #4:</u> CM #28 added item Additional Elastomeric Bearing Fabrication Cost (\$3,032.62), Additional Rocker Bearing Fabrication Cost (\$10,270.11), Bearing Replacement Pennsylvania (\$78,453.60), Weld Testing (\$2,500.00), and Str Steel, Retrofit, Furn, F Erect-Post Blasting (\$77,765.00). During blasting efforts for the preparation of painting, additional structural steel repairs were identified and bearing replacements were deemed necessary. The condition of the existing structural steel could not withstand to blasting efforts and exhibited severe section loss requiring additional work.</p> <p><u>Reason #5:</u> CM #28 added items Heating and Housing-Welding (\$86,450.00) and Re-Mobilization \$198,372.50). During blasting efforts for the preparation of painting, additional structural steel repairs were identified and bearing replacements were deemed necessary. The condition of the existing structural steel could not withstand to blasting efforts and exhibited severe section loss requiring additional work. These items were 100% paid by Wayne County Road Commission.</p> <p>Reasons 1-5 account for \$2,474,683.29, or 66% of the total increase to the project costs.</p>
3	University	47093	128441	2.69 mi of hot mix asphalt shared use path along Lemen Road from 8 Mile Road to 9 Mile Road and on M-36 from 9 Mile Road to the Lakelands Trail, Livingston County.	Fonson Company, Inc.	\$1,341,752.16	\$1,614,137.69	\$272,385.53	20.30%	10/1/2019	9/30/2020	9/22/2020	6/10/2021	C	<p><u>Reason #1:</u> CM #3 increased items High Performance Biaxial Geogrid (\$8,134.56), Geotextile, Separator (\$2,355.60), and Subgrade Undercutting, Type II (\$13,076.00). CM #4 increased items High Performance Biaxial Geogrid (\$8,043.84), Geotextile, Separator (\$4,220.45), and Subgrade Undercutting, Type II (\$26,250.00). CM #5 added items Subgrade Undercut, Special (\$23,127.84) and Tri-Axial GeoGrid, Special (\$11,882.07). CM #6 increased items Shared use Path, Aggregate (\$45,000.00) and Slope Restoration, Type B (\$55,319.40). These increases were due to soft and unstable soil conditions found during construction. Upon evaluation the soils were removed, the GeoGrid and GeoTextile were placed under the Aggregate to stabilize the Trail. Original plan quantities for soil removal and restoration of pathway and shoulders were setup for one side but both sides of the path and ditch areas required restoration.</p> <p>Reason 1 accounts for \$197,409.76, or 72% of the total increase to the project costs.</p>
4	Metro	63000	203646	0.40 mi of hot mix asphalt pulverizing and resurfacing, storm sewer, concrete curb, gutter and sidewalk and pavement markings on Franklin Road from Northwestern Highway (M-10) to the north city limits in the city of Southfield, Oakland County.	Pamar Enterprises, Inc.	\$904,440.48	\$1,009,864.82	\$105,424.34	11.66%	5/20/2020	11/1/2020	9/25/2020	7/8/2021	C	<p><u>Reason #1:</u> CM #1 and CM #2 increased item Aggregate Base, Mod CM 1(\$9,800.00) CM 2(\$29,969.20). The road was to be constructed with existing pulverized pavement as an aggregate base and supplemented with Aggregate Base if there was not adequate pulverized material available for the required cross section which there was not.</p> <p><u>Reason #2:</u> CM #1 increased item Subgrade Undercutting, Type II, Modified (\$9,900.00) and CM #2 increased item Turf Establishment (\$21,687.59). These items were increased because more quantities were needed to complete the project.</p> <p>Reasons 1&2 account for \$71,356.79, or 68% of the total increase to the project costs.</p>

<div>EXHIBIT B</div> <div>Local Projects</div> <div>Items to the Commission - November 04, 2021</div>															
				Number of Projects Over 10% (9 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$12,225,234.68	\$17,288,189.20	\$5,062,954.52	41.41%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by Local (L) or Consultant (C)	Reason for Additional Project Costs
5	Metro	63000	205938	1.00 mi of hot mix asphalt rubblization and surfacing, concrete driveway, curb, gutter, sidewalk and ramps, guardrail, drainage and pavement markings on West Nine Mile Road from Inkster Road to Beech Road in the city of Southfield, Oakland County.	Fonson Company, Inc.	\$2,010,459.09	\$2,255,578.39	\$245,119.30	12.19%	12/6/2019	5/21/2021	9/2/2020	7/22/2021	C	<p><u>Reason #1:</u> CM #1 added item Aggregate Base, 14 inch, Modified (\$33,716.75). This item was needed to bring the aggregate base up to the proper grade before the placement of asphalt. The soil borings taken at the design phase, were not reflective of what was found once the area was milled during construction.</p> <p><u>Reason #2:</u> CM #3 added item Steel Sheet Piling, Permanent (\$52,056.00). This item was needed to stabilize the slope at the Rouge River streambank. Significant erosion on the east side of the culvert headwall for about 30 Ft had eroded into the river. To preserve and extend the life of the new road, 30 linear feet of steel sheet piling was driven to a depth of approximately 30 feet.</p> <p><u>Reason #3:</u> CM #5 increased item HMA Surface, Rem (\$51,531.45). This item was increased to account for the amount of HMA that had to be removed from the south side of 9 Mile over the rubblized sections of pavement. The plans inadvertently left out the HMA Surface removal item where the plans detailed rubblized pavement sections.</p> <p><u>Reason #4:</u> CM #6 increased item Aggregate, Filler (\$43,236.64). This item was increased in order to bring the elevation up to meet the proposed grades of the eastbound lanes of the roadway. The rubblizing was expected to provide added material to the subbase, however, due to the soils beneath, the rubblizing process actually pushed the existing concrete base further into the clay grade, leaving the subbase low, requiring an additional amount of material to be placed to achieve the propose cross section/elevation of the base material.</p> <p>Reasons 1-4 account for \$180,540.84, or 74% of the total increase to the project costs.</p>
6	Grand	41000	130566	Installation of cellular modems on Market Avenue at 96 Locations in the city of Grand Rapids, Kent County.	Strain Electric Company	\$124,447.98	\$204,680.00	\$80,232.02	64.47%	1/25/2021	4/30/2021	4/23/2021	7/29/2021	C	<p><u>Reason #1:</u> CM #1 added items Cellular Modem, TS, 4G, Modified (\$75,240.00) and Minor Traffic, Adjust (\$5,000.00). Due to bid savings on the contract, the City of Grand Rapids added 66 additional modems to upgrade the City's signal system.</p> <p>Reason 1 accounts for \$80,240.00, or 100% of the total increase to the project costs.</p>
7	University	38000	130205	0.72 mi of hot mix asphalt cold milling and resurfacing, cold-in-place recycling, shoulder widening and pavement markings on Springport Road from County Farm Road to Rives Junction Road, Jackson County.	Rieth-Riley Construction Co., Inc.	\$343,344.04	\$438,588.96	\$95,244.92	27.74%	9/12/2020	11/15/2020	11/17/2020	7/1/2021	L	<p><u>Reason #1:</u> CM #4 increased items Embankment, CIP (\$3,600.00), HMA, 4E3 (\$46,028.65), Shoulder, CI II (\$17,345.25), and Slope Restoration, Type B (\$24,782.50). Following the cold-in-place recycling process, it was found that wedging was required in order to provide sufficient ride quality. During the design process, soil borings were taken every 500', alternating between the Northbound and Southbound lanes, and did not indicate that any deficiencies were present underneath the existing pavement. Additional earthwork quantities were also added due to the raising of the pavement surface.</p> <p>Reason 1 accounts for \$91,756.40, or 96% of the total increase to the project costs.</p>
8	Southwest	13000	130192	2.89 mi of hot mix asphalt base crushing, shaping and resurfacing, clearing, earthwork, guardrail and pavement markings on N Drive North from McAllister Road eastward to 12 Mile Road, Calhoun County.	Lakeland Asphalt Corporation	\$1,067,441.31	\$1,198,021.80	\$130,580.49	12.23%	3/19/2020	8/21/2020	7/8/2020	7/22/2021	L	<p><u>Reason #1:</u> CM #1 increased items Aggregate Base (\$28,227.71), HMA, 4E1 (\$26,398.98), and Subgrade Undercutting, Type II (\$29,849.50). More soft/damaged spots were identified in the base course than planned on and the underlying materials had to be cut out and removed.</p> <p>Reason 1 accounts for \$84,476.19, or 65% of the total increase to the project costs.</p>
9	Southwest	11000	206268	0.52 mi of hot mix asphalt pavement removal and resurfacing, culvert replacement, trenching, guardrail and pavement marking on Marquette Woods Road from Roosevelt Road to Cleveland Avenue, Berrien County.	Hoffman Bros., Inc.	\$608,042.88	\$684,022.21	\$75,979.33	12.50%	10/1/2020	11/20/2020	11/20/2020	8/12/2021	C	<p><u>Reason #1:</u> CM #2 added item Negotiated Force Account Emergency Repair to Water Main. On October 26, 2020, a 24" watermain burst overnight washing approximately 1,000 CYDs of material into a nearby stream. The water main had to be repaired and the site had to be cleaned up before resuming work on the project. This item was 100% paid by the Local Agency Berrien County Road Commission.</p> <p>Reason 1 accounts for \$75,000.00, or 99% of the total increase to the project costs.</p>

Performance Matrix: Comparison of Original Contract Costs and Final Contract Costs

Current Summary of MDOT Projects

Time Period	Original Contract Cost	Final Contract Cost	Percent Difference
Current Month, September 2021	\$23,415,128.20	\$23,604,125.90	0.81%
August 2021	\$17,725,006.03	\$17,738,344.58	0.08%
July 2021	\$58,008,010.66	\$59,187,871.04	2.03%
2021 Fiscal Year	\$848,414,701.01	\$862,053,022.98	1.61%

Summary of MDOT Projects To Date

Calendar Year	Original Contract Cost	Final Contract Cost	Percent Difference
2009	\$726,981,046.84	\$750,956,601.62	3.30%
2010	\$615,818,269.64	\$615,142,561.83	-0.11%
2011	\$833,072,906.02	\$842,999,015.92	1.19%
2012	\$771,130,483.23	\$768,530,401.94	-0.34%
2013	\$1,127,211,347.22	\$1,139,133,968.99	1.06%
2014	\$645,898,553.12	\$649,413,716.71	0.54%
2015	\$709,329,893.84	\$712,559,685.99	0.46%
2016	\$690,303,760.44	\$704,409,643.58	2.04%
2017	\$865,144,563.78	\$862,462,531.03	-0.31%
2018	\$625,072,360.55	\$634,821,481.36	1.56%
2019	\$1,116,644,266.64	\$1,116,217,220.06	-0.04%
2020	\$827,434,317.54	\$831,112,832.97	0.44%
2021	\$593,177,147.99	\$597,549,483.65	0.74%

MDOT

CONSTRUCTION PROJECTS FINALED IN JULY 2021

		2					2			0					
		MDOT Projects With an Original Contract Amount of					MDOT Projects Designed by MDOT With an Original Contract Amount of			MDOT Projects Designed by Consultants With an Original Contract Amount of					
		\$58,008,010.66					\$50,901,763.56			\$7,106,247.10					
		Total Over the Original Cost					Total Over the Original Cost			Total Over the Original Cost					
		1,179,860.38					1,178,899.44			960.94					
		Projects Finaled This Month (16 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under				
					58,008,010.66	59,187,871.04	1,179,860.38	2.03%		2	9				
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.	PE Oversight
Bay	7/22/2021	ST	29022	204385A	\$2,221,469.03	\$2,041,436.39	(180,032.64)	-8.10%		7/9/2020	10/9/2020	9/3/2020	-36	M	Shaun Bates-Mt Pleasant TSC
Bay	7/22/2021	M	56032	201388A	\$1,886,851.39	\$1,683,685.04	(203,166.35)	-10.77%		7/13/2020	9/14/2020	9/14/2020	0	M	Shaun Bates-Mt Pleasant TSC
Bay	7/22/2021	NH	29031	208861A	\$836,307.37	\$680,315.40	(155,991.97)	-18.65%		9/15/2020	10/20/2020	10/20/2020	0	M	Shaun Bates-Mt Pleasant TSC
Grand	7/1/2021	M	62031	204754A	\$837,172.81	\$919,681.24	82,508.43	9.86%		7/15/2019	5/15/2020	5/15/2020	0	C	Kevin McReynolds - Cadillac TSC
Grand	7/8/2021	NH	41132	117992A	\$26,408,750.13	\$27,893,515.27	1,484,765.14	5.62%		3/19/2018	11/16/2020	8/31/2020	-77	M	Kara Stein-Grand Rapids TSC
Metro	7/8/2021	GF15	82072	128403A	\$175,200.00	\$159,953.74	(15,246.26)	-8.70%		4/14/2020	7/15/2020	7/15/2020	0	M	Mohammed Azam - Detroit TSC
Metro	7/8/2021	HSIP	82211	207404A	\$248,621.22	\$254,975.36	6,354.14	2.56%		9/21/2019	11/15/2019	11/15/2019	0	M	Steve Galindo - Detroit TSC
Metro	7/22/2021	HSIP	82111	210125A	\$245,124.46	\$228,574.42	(16,550.04)	-6.75%		9/19/2020	11/15/2020	11/10/2020	-5	M	Steve Galindo - Detroit TSC
North	7/22/2021	NH	72014	113455A	\$12,895,245.29	\$12,812,498.60	(82,746.69)	-0.64%		4/13/2020	10/2/2020	9/29/2020	-3	M	Brad Swanson-Gaylord TSC
North	7/29/2021	HSIP	69013	201999A	\$813,593.95	\$956,774.48	143,180.53	17.60%	*	9/8/2020	11/6/2020	11/6/2020	0	M	Brad Swanson-Gaylord TSC
Southwest	7/1/2021	M	13045	204935A	\$687,070.54	\$808,731.98	121,661.44	17.71%	*	3/9/2020	5/14/2021	5/14/2021	0	C	Greg Finnilla-Marshall TSC
Southwest	7/15/2021	NH	39022	206566A	\$5,433,463.70	\$5,239,317.15	(194,146.55)	-3.57%		5/18/2020	11/14/2020	11/14/2020	0	C	Andy Stamm-Southwest Region
Southwest	7/1/2021	M	78021	210215A	\$1,155,537.39	\$1,140,619.89	(14,917.50)	-1.29%		9/9/2020	10/23/2020	10/21/2020	-2	M	Greg Finnilla-Marshall TSC
Southwest	7/1/2021	NH	13032	129143A	\$1,540,432.87	\$1,559,698.44	19,265.57	1.25%		5/7/2018	9/5/2019	9/5/2019	0	M	Andris Strupulis-Marshall TSCXXX19
University	7/8/2021	M	19043	211093A	\$148,540.05	\$139,477.67	(9,062.38)	-6.10%		2/1/2021	4/30/2021	3/23/2021	-38	C	Jason Early-Lansing TSC
University	7/1/2021	STG	23092	125597A	\$2,474,630.46	\$2,668,615.97	193,985.51	7.84%		9/24/2018	4/15/2021	4/7/2021	-8	M	Jason Early-Lansing TSC
					Original		Final	Over/Under %							
			All MDOT		\$58,008,010.66	All MDOT Proj	\$59,187,871.04	2.03%							
			MDOT/MDOT		\$50,901,763.56	MDOT Des.	\$52,080,663.00	2.32%							
			MDOT/Cons.		\$7,106,247.10	Cons. Designed	\$7,107,208.04	0.01%							

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LOCAL

CONSTRUCTION PROJECTS FINALED IN JULY 2021

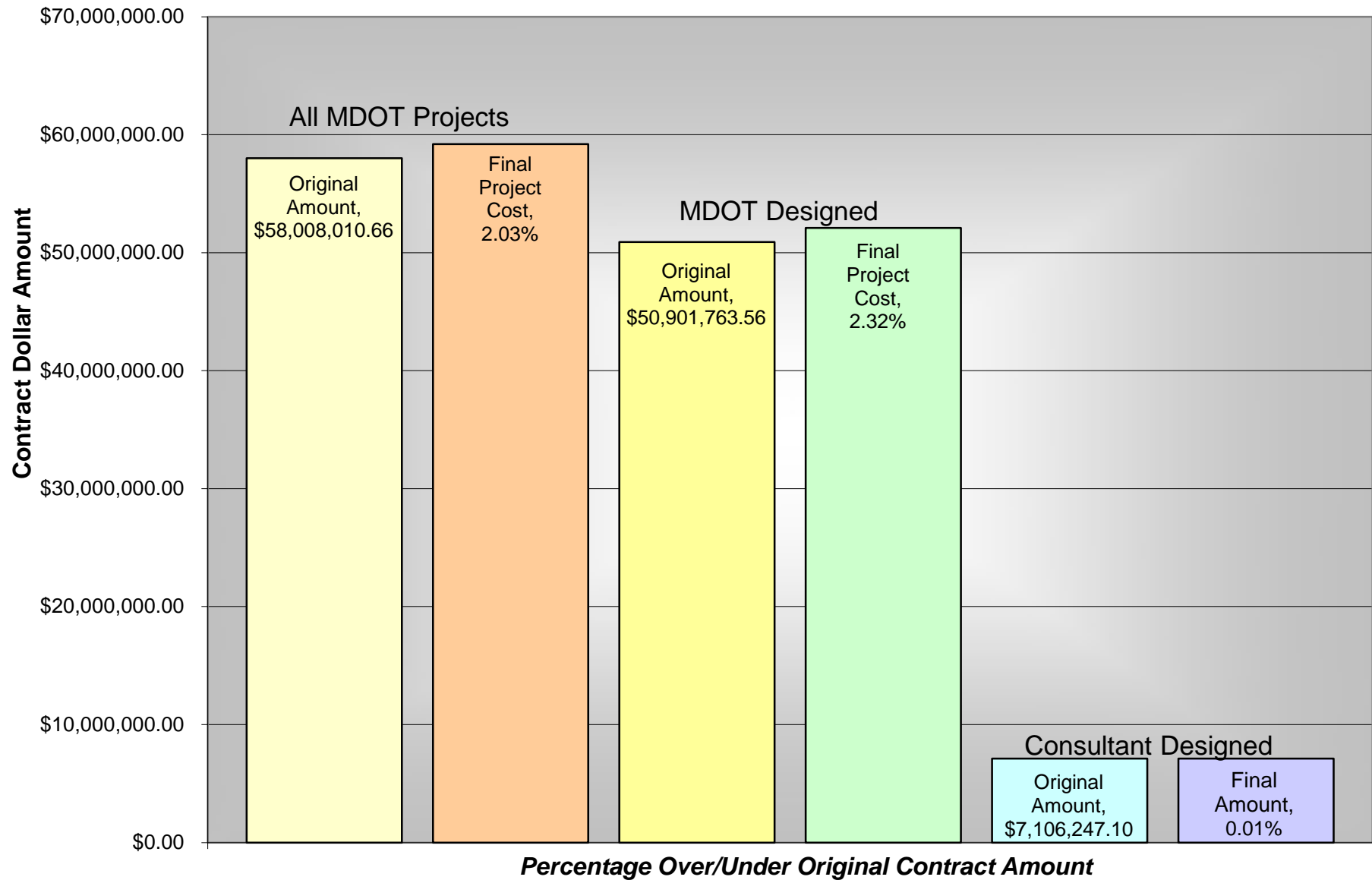
LOCAL PROJECTS FINALED THIS MONTH (34 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				28,275,504.12	28,381,428.13	105,924.01	0.37%		5	18
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
7/1/2021	CMG	82000	202825A	\$1,686,618.56	\$1,692,801.93	6,183.37	0.37%		7/31/2019	L
7/1/2021	HSIP	25000	130885A	\$115,582.33	\$120,553.83	4,971.50	4.30%		9/5/2019	C
7/1/2021	HSIP	25609	130891A	\$118,315.58	\$120,335.03	2,019.45	1.71%		9/5/2019	C
7/1/2021	HSIP	25609	130902A	\$162,367.84	\$150,133.34	(12,234.50)	-7.54%		9/5/2019	C
7/1/2021	STL	64000	206373A	\$262,740.58	\$242,823.25	(19,917.33)	-7.58%		8/3/2020	C
7/1/2021	MCS	82000	202414A	\$487,704.15	\$492,776.38	5,072.23	1.04%		3/18/2020	C
7/1/2021	STL	57000	206182A	\$1,786,714.95	\$1,762,628.19	(24,086.76)	-1.35%		6/1/2020	C
7/1/2021	STUL	38000	130205A	\$343,344.04	\$438,588.96	95,244.92	27.74%	*	9/12/2020	L
7/8/2021	STL	76555	129922A	\$486,903.50	\$529,677.77	42,774.27	8.78%		7/10/2018	C
7/8/2021	STU	63000	203646A	\$904,440.48	\$1,009,864.82	105,424.34	11.66%	*	5/20/2020	C
7/8/2021	STL	41000	130580A	\$1,458,972.99	\$1,473,340.50	14,367.51	0.98%		6/1/2020	L
7/8/2021	STL	58000	133381A	\$395,034.94	\$390,007.51	(5,027.43)	-1.27%		8/5/2019	L
7/8/2021	STU	58000	203654A	\$265,472.37	\$240,798.38	(24,673.99)	-9.29%		8/5/2019	L
7/8/2021	STU	58115	133374A	\$482,216.00	\$468,503.70	(13,712.30)	-2.84%		8/5/2019	L
7/8/2021	STU	58115	133376A	\$369,257.48	\$395,503.06	26,245.58	7.11%		8/5/2019	L
7/8/2021	STL	58115	133382A	\$424,427.92	\$412,148.36	(12,279.56)	-2.89%		8/5/2019	L
7/15/2021	STRH	03000	202336A	\$85,473.66	\$68,150.39	(17,323.27)	-20.27%		6/19/2019	L
7/15/2021	STRH	03000	202338A	\$293,663.10	\$277,974.60	(15,688.50)	-5.34%		6/19/2019	L
7/15/2021	HIPU	25000	130644A	\$617,066.65	\$465,726.29	(151,340.36)	-24.53%		4/13/2020	C
7/15/2021	STU	25000	130645A	\$1,225,017.31	\$1,151,329.75	(73,687.56)	-6.02%		4/13/2020	C
7/15/2021	STU	82000	203594A	\$1,204,863.86	\$1,206,654.63	1,790.77	0.15%		6/29/2020	C
7/15/2021	MCS	82000	206353A	\$2,819,607.29	\$2,718,518.61	(101,088.68)	-3.59%		6/22/2020	C
7/15/2021	STU	81000	203422A	\$1,468,388.00	\$1,485,194.43	16,806.43	1.14%		7/15/2019	C
7/15/2021	BRT	77147	126636A	\$1,258,086.21	\$1,244,831.77	(13,254.44)	-1.05%		8/26/2019	L
7/22/2021	STU	25000	130630A	\$1,110,655.00	\$1,016,071.34	(94,583.66)	-8.52%		6/12/2020	C

LOCAL

CONSTRUCTION PROJECTS FINALED IN JULY 2021

LOCAL PROJECTS FINALED THIS MONTH (34 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				28,275,504.12	28,381,428.13	105,924.01	0.37%		5	18
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
7/22/2021	STU	63000	205938A	\$2,010,459.09	\$2,255,578.39	245,119.30	12.19%	*	12/6/2019	C
7/22/2021	HSIP	82000	207452A	\$92,619.85	\$87,444.57	(5,175.28)	-5.59%		10/5/2020	C
7/22/2021	BHT	16000	133067A	\$1,679,435.35	\$1,708,735.97	29,300.62	1.74%		7/13/2020	C
7/22/2021	HRRR	39000	207249A	\$812,291.30	\$767,999.85	(44,291.45)	-5.45%		6/2/2020	C
7/22/2021	STU	25000	207632A	\$1,066,611.60	\$1,003,650.23	(62,961.37)	-5.90%		9/28/2020	L
7/22/2021	STU	25000	207662A	\$426,483.25	\$410,091.98	(16,391.27)	-3.84%		9/28/2020	L
7/22/2021	STUL	13000	130192A	\$1,067,441.31	\$1,198,021.80	130,580.49	12.23%	*	3/19/2020	L
7/29/2021	CM	41000	130566A	\$124,447.98	\$204,680.00	80,232.02	64.47%	*	1/25/2021	C
7/29/2021	STL	13000	206748A	\$1,162,779.60	\$1,170,288.52	7,508.92	0.65%		6/24/2020	L

MDOT Construction Projects Finaled July 2021



MDOT

CONSTRUCTION PROJECTS FINALED IN AUGUST 2021

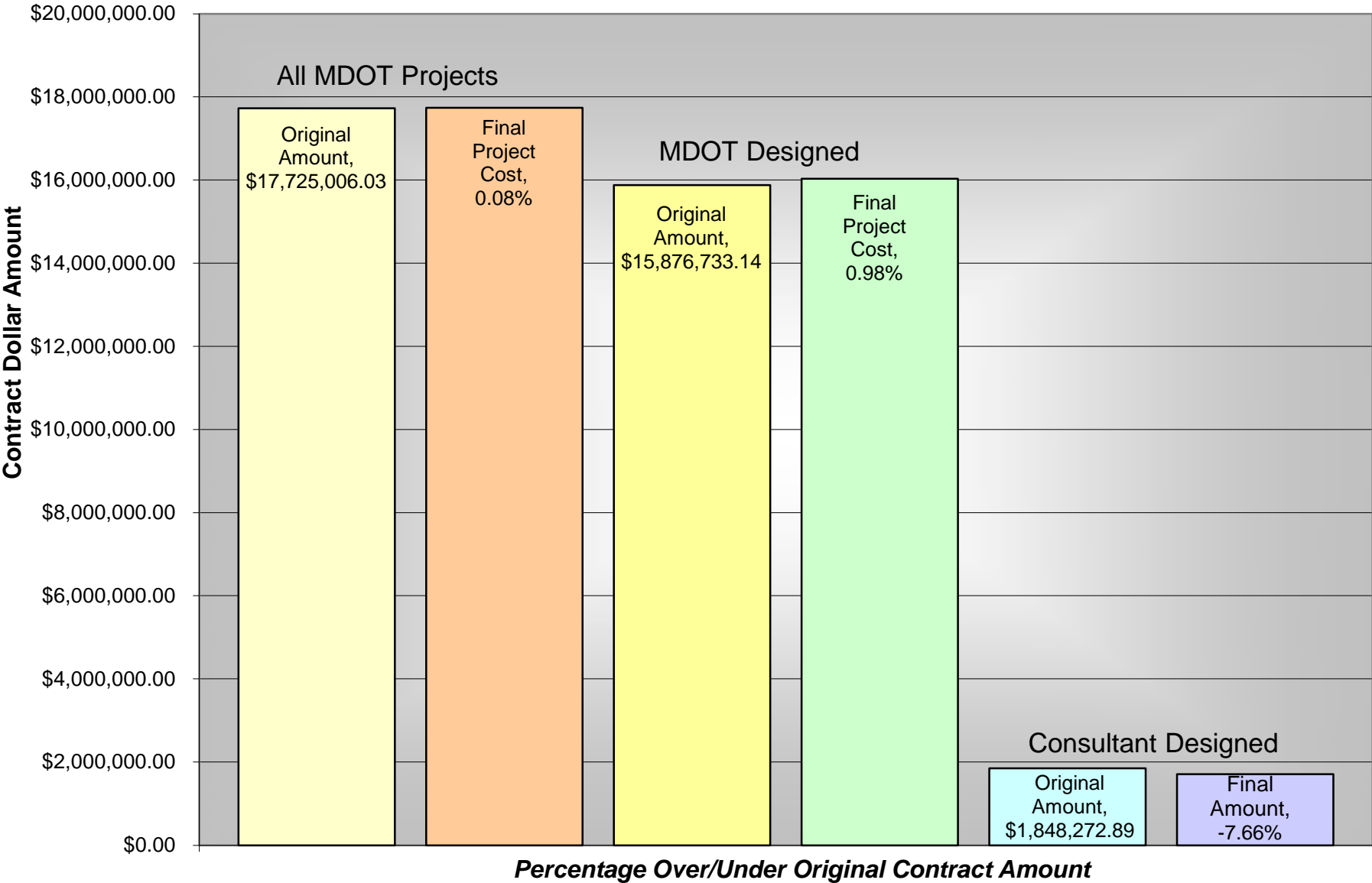
		2						2			0					
		MDOT Projects With an Original Contract Amount of						MDOT Projects Designed by MDOT With an Original Contract Amount of			MDOT Projects Designed by Consultants With an Original Contract Amount of					
		\$17,725,006.03						\$15,876,733.14			\$1,848,272.89					
		Total Over the Original Cost						Total Over the Original Cost			Total Over the Original Cost					
		13,338.55						154,886.79			(141,548.24)					
		Projects Finalized This Month (15 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under					
					17,725,006.03	17,738,344.58	13,338.55	0.08%		2	9					
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.	PE Oversight	
Bay	8/26/2021	NH	18011	204387A	\$1,480,811.28	\$1,442,367.78	(38,443.50)	-2.60%		9/9/2020	11/21/2020	11/21/2020	0	M	Shaun Bates-Mt Pleasant TSC	
Bay	8/26/2021	M	18021	201357A	\$1,661,043.05	\$1,843,221.01	182,177.96	10.97%	*	7/22/2019	7/11/2020	7/11/2020	0	M	Shaun Bates-Mt Pleasant TSC	
Bay	8/26/2021	ST	26000	204816A	\$1,059,684.42	\$1,118,999.34	59,314.92	5.60%		9/9/2020	10/29/2020	10/29/2020	0	M	Dave Pettersch-Gladwin CRC	
Bay	8/26/2021	NH	37014	201354A	\$4,764,867.29	\$4,686,080.48	(78,786.81)	-1.65%		9/9/2019	7/16/2020	7/9/2020	-7	M	Shaun Bates-Mt Pleasant TSC	
Bay	8/12/2021	HSIP	73000	211142A	\$340,982.40	\$342,931.28	1,948.88	0.57%		3/25/2021	7/2/2021	4/14/2021	-79	M	Armando Lopez - Bay Region Office	
Grand	8/12/2021	M	03071	128174A	\$849,876.64	\$856,917.45	7,040.81	0.83%		6/1/2020	11/15/2020	11/15/2020	0	M	Jeremy Lynn - Rowe, Inc	
Grand	8/12/2021	NH	41000	200162A	\$1,714,638.09	\$1,587,458.03	(127,180.06)	-7.42%		6/18/2020	11/15/2020	10/21/2020	-25	C	Mike Roberts - Rowe Professional Services Company	
Grand	8/19/2021	NH	53033	123206A	\$2,368,227.89	\$2,679,123.47	310,895.58	13.13%	*	3/9/2020	6/1/2021	9/9/2020	-265	M	Gregg Zack - Muskegon TSC	
Metro	8/5/2021	HSIP	50000	200233A	\$133,634.80	\$119,266.62	(14,368.18)	-10.75%		8/13/2018	9/19/2020	9/19/2020	0	C	Scott Singer-Macomb TSC	
Metro	8/5/2021	HSIP	50051	120477A	\$300,067.25	\$275,497.10	(24,570.15)	-8.19%		8/13/2018	9/19/2020	9/19/2020	0	M	Scott Singer-Macomb TSC	
Metro	8/12/2021	ST	63000	201933A	\$193,324.50	\$190,685.67	(2,638.83)	-1.36%		7/24/2020	8/30/2020	8/18/2020	-12	M	Lori Swanson - Oakland TSC	
Metro	8/19/2021	M	63900	M71843	\$769,057.25	\$749,419.34	(19,637.91)	-2.55%		10/2/2018	11/27/2019	11/25/2019	-2	M	Mark Koskinen AECOM	
North	8/5/2021	ST	16021	204279A	\$525,743.52	\$475,817.22	(49,926.30)	-9.50%		9/13/2020	10/14/2020	10/12/2020	-2	M	Brad Swanson-Gaylord TSC	
Superior	8/26/2021	ST	52000	211958A	\$491,635.50	\$491,635.50	0.00	0.00%		6/2/2021	8/20/2021	7/9/2021	-42	M	Alan Anderson - Ishpeming TSC	
Superior	8/19/2021	ST	52081	208386A	\$1,071,412.15	\$878,924.29	(192,487.86)	-17.97%		5/27/2020	5/31/2021	8/21/2020	-283	M	Alan Anderson - Ishpeming TSC	
					Original		Final	Over/Under %								
				All MDOT	\$17,725,006.03	All MDOT Proj	\$17,738,344.58	0.08%								
				MDOT/MDOT	\$15,876,733.14	MDOT Des.	\$16,031,619.93	0.98%								
				MDOT/Cons.	\$1,848,272.89	Cons. Designed	\$1,706,724.65	-7.66%								

LOCAL

CONSTRUCTION PROJECTS FINALED IN AUGUST 2021

LOCAL PROJECTS FINALED THIS MONTH (18 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				13,699,782.42	13,842,914.07	143,131.65	1.04%		1	6
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
8/5/2021	STL	09000	209419A	\$731,524.36	\$671,659.58	(59,864.78)	-8.18%		6/15/2020	C
8/5/2021	TAUL	05031	201675A	\$468,766.50	\$437,783.70	(30,982.80)	-6.61%		6/7/2019	C
8/5/2021	STUL	11000	206272A	\$620,856.50	\$541,658.55	(79,197.95)	-12.76%		9/28/2020	C
8/5/2021	STL	38000	202737A	\$1,625,396.35	\$1,503,875.46	(121,520.89)	-7.48%		5/31/2019	L
8/12/2021	BO	37000	133029A	\$1,348,040.93	\$1,389,581.46	41,540.53	3.08%		9/3/2019	C
8/12/2021	TAU	77031	201102A	\$218,968.40	\$222,449.13	3,480.73	1.59%		5/21/2019	C
8/12/2021	STUL	61000	130786A	\$309,188.75	\$312,915.07	3,726.32	1.21%		9/10/2018	C
8/12/2021	TA	82457	129411A	\$639,482.13	\$662,680.96	23,198.83	3.63%		6/18/2018	C
8/12/2021	STUL	11000	206268A	\$608,042.88	\$684,022.21	75,979.33	12.50%	*	10/1/2020	C
8/12/2021	TAU	81000	204934A	\$1,208,246.50	\$1,266,800.17	58,553.67	4.85%		3/19/2020	C
8/12/2021	HSIP	38000	206924A	\$179,696.60	\$181,949.64	2,253.04	1.25%		10/5/2020	L
8/19/2021	MCS	44000	202388A	\$222,927.70	\$239,986.94	17,059.24	7.65%		7/2/2020	C
8/19/2021	HIPL	44000	202395A	\$624,189.50	\$634,221.68	10,032.18	1.61%		7/20/2020	C
8/19/2021	STL	75000	205583A	\$238,196.50	\$260,738.33	22,541.83	9.46%		9/21/2020	C
8/19/2021	STU	81000	203583A	\$1,609,997.12	\$1,729,878.64	119,881.52	7.45%		5/14/2020	C
8/26/2021	STU	39000	130824A	\$1,554,788.97	\$1,627,547.17	72,758.20	4.68%		4/22/2020	C
8/26/2021	CM	39000	131018A	\$1,204,495.71	\$1,197,744.51	(6,751.20)	-0.56%		4/22/2020	C
8/26/2021	HRRR	22000	210341A	\$286,977.02	\$277,420.87	(9,556.15)	-3.33%		6/2/2021	L

MDOT Construction Projects Finaled August 2021



MDOT

CONSTRUCTION PROJECTS FINALED IN SEPTEMBER 2021

		2					1				1					
		MDOT Projects With an Original Contract Amount of					MDOT Projects Designed by MDOT With an Original Contract Amount of				MDOT Projects Designed by Consultants With an Original Contract Amount of					
		\$23,415,128.20					\$18,335,408.15				\$5,079,720.05					
		Total Over the Original Cost					Total Over the Original Cost				Total Over the Original Cost					
		188,997.70					(10,626.65)				199,624.35					
		Projects Finalized This Month (20 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under					
					23,415,128.20	23,604,125.90	188,997.70	0.81%		1	11					
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	A Days **	Designed by MDOT or Cons.	PE Oversight	
Bay	9/16/2021	ST	09081	204375A	\$809,575.50	\$787,146.58	(22,428.92)	-2.77%		5/18/2020	7/16/2020	6/26/2020	-20	M	Brian Ulman- Bay City TSC	
Bay	9/23/2021	NH	37014	128734A	\$1,259,446.01	\$1,495,490.36	236,044.35	18.74%	*	9/3/2019	6/12/2020	6/2/2020	-10	C	Jason Garza - Mt Pleasant TSC	
Bay	9/23/2021	CPMG	77111	132687A	\$170,634.61	\$177,548.08	6,913.47	4.05%		10/19/2020	6/19/2021	5/28/2021	-22	C	Craig Innis - Huron TSC	
Grand	9/23/2021	M	34032	206744A	\$287,285.07	\$281,588.01	(5,697.06)	-1.98%		2/7/2020	7/15/2021	4/30/2020	-441	M	Daniel Roberts - Grand Rapids TSC	
Metro	9/23/2021	MX	63000	202527A	\$685,479.45	\$692,344.64	6,865.19	1.00%		6/16/2020	5/12/2021	11/4/2020	-189	M	Steve Griffith-HNTB	
Metro	9/23/2021	STRH	63151	202197A	\$687,511.77	\$666,138.02	(21,373.75)	-3.11%		9/7/2018	6/28/2019	5/31/2019	-28	M	Jeffrey Pitt - Oakland TSC	
Metro	9/23/2021	M	63172	207903A	\$444,427.00	\$377,809.81	(66,617.19)	-14.99%		10/15/2019	12/20/2019	12/13/2019	-7	M	Mark Koskinen AECOM	
Metro	9/23/2021	M	63172	208045A	\$357,646.99	\$393,014.21	35,367.22	9.89%		10/7/2019	11/1/2019	10/20/2019	-12	M	Mark Koskinen AECOM	
North	9/9/2021	HSIP	69023	211146A	\$357,891.52	\$354,563.86	(3,327.66)	-0.93%		4/22/2021	6/25/2021	4/24/2021	-62	M	David Krentz - Alpena TSC	
North	9/23/2021	NH	10031	126968A	\$5,289,792.42	\$5,230,269.30	(59,523.12)	-1.13%		4/20/2020	11/7/2020	10/8/2020	-30	M	Dave Pax - Traverse City TSC	
North	9/23/2021	HSIP	28011	124027A	\$2,183,001.78	\$2,206,752.41	23,750.63	1.09%		3/30/2020	10/31/2020	8/10/2020	-82	M	Dave Pax - Traverse City TSC	
North	9/23/2021	HSIP	28011	128971A	\$1,302,815.10	\$1,330,154.36	27,339.26	2.10%		3/30/2020	10/31/2020	8/10/2020	-82	M	Dave Pax - Traverse City TSC	
North	9/23/2021	NH	28011	131654A	\$953,589.96	\$912,101.07	(41,488.89)	-4.35%		3/30/2020	10/31/2020	8/10/2020	-82	M	Dave Pax - Traverse City TSC	
North	9/23/2021	ST	28012	113549A	\$1,080,740.17	\$1,102,824.84	22,084.67	2.04%		1/27/2020	3/5/2021	3/3/2021	-2	M	Dave Pax - Traverse City TSC	
North	9/23/2021	NHG	28041	129391A	\$3,842,063.88	\$3,941,185.81	99,121.93	2.58%		1/27/2020	3/5/2021	3/3/2021	-2	M	Dave Pax - Traverse City TSC	
North	9/30/2021	NRT	20000	209018A	\$597,717.35	\$655,602.03	57,884.68	9.68%		4/5/2021	6/3/2021	6/28/2021	25	C	Brad Swanson-Gaylord TSC	
Superior	9/2/2021	ER	31013	206005A	\$933,561.44	\$887,035.26	(46,526.18)	-4.98%		9/15/2020	12/9/2020	12/9/2020	0	C	Alan Anderson - Ishpeming TSC	
University	9/9/2021	NH	47061	201004A	\$1,886,976.48	\$1,836,456.07	(50,520.41)	-2.68%		6/15/2020	11/20/2020	11/20/2020	0	C	Jim Daavettilla-Brighton TSC	
University	9/23/2021	HSIP	46062	209601A	\$53,587.54	\$48,888.58	(4,698.96)	-8.77%		10/20/2020	11/14/2020	11/14/2020	0	M	Samuel Sorensen-Jackson TSC	
University	9/30/2021	M	46061	209064A	\$231,384.16	\$227,212.60	(4,171.56)	-1.80%		5/19/2020	8/21/2020	8/21/2020	0	C	Samuel Sorensen-Jackson TSC	
					Original	Final		Over/Under %								
		All MDOT			\$23,415,128.20	All MDOT Proj	\$23,604,125.90	0.81%								
		MDOT/MDOT			\$18,335,408.15	MDOT Des.	\$18,324,781.50	-0.06%								
		MDOT/Cons.			\$5,079,720.05	Cons. Designed	\$5,279,344.40	3.93%								

LOCAL

CONSTRUCTION PROJECTS FINALED IN SEPTEMBER 2021

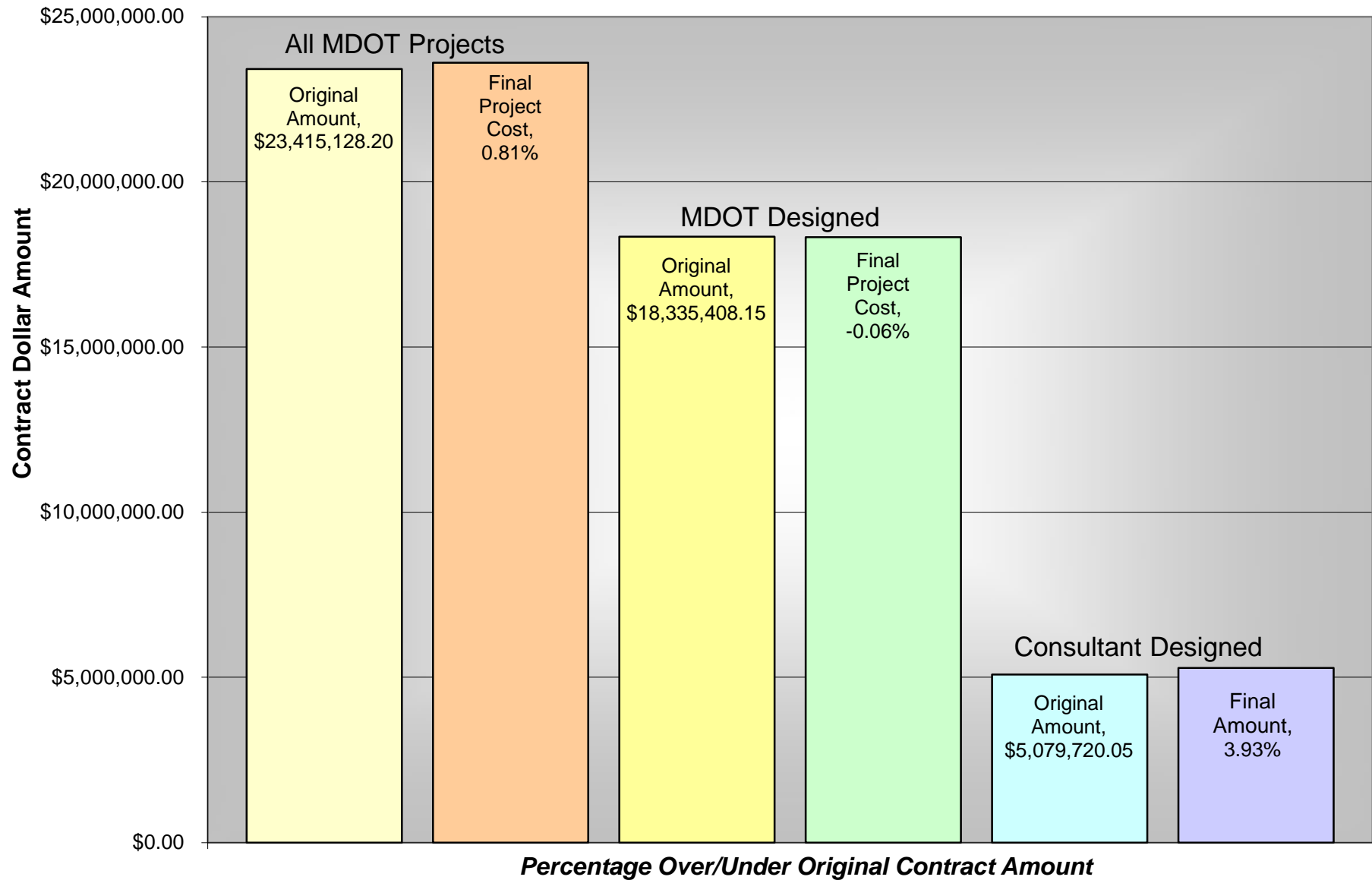
LOCAL PROJECTS FINALED THIS MONTH (36 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				43,792,283.01	43,069,627.20	(722,655.81)	-1.65%		3	25
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
9/2/2021	STU	25049	121489A	\$2,379,647.76	\$2,538,698.64	159,050.88	6.68%		1/10/2019	C
9/2/2021	FLAP	27000	130997A	\$930,958.27	\$1,136,874.07	205,915.80	22.12%	*	7/21/2020	C
9/2/2021	STL	58000	133384A	\$608,744.42	\$603,514.09	(5,230.33)	-0.86%		6/26/2020	L
9/2/2021	STU	58000	203626A	\$269,534.76	\$289,677.82	20,143.06	7.47%		6/26/2020	L
9/2/2021	STUL	58000	203656A	\$174,760.05	\$161,209.25	(13,550.80)	-7.75%		6/26/2020	L
9/2/2021	STUL	58000	205942A	\$257,074.68	\$264,813.64	7,738.96	3.01%		6/26/2020	L
9/2/2021	STUL	58000	205943A	\$492,559.52	\$445,425.36	(47,134.16)	-9.57%		6/26/2020	L
9/2/2021	STUL	58000	209099A	\$487,459.20	\$434,849.43	(52,609.77)	-10.79%		6/26/2020	L
9/2/2021	STU	58115	133385A	\$278,103.56	\$296,884.58	18,781.02	6.75%		6/26/2020	L
9/9/2021	STL	73555	130238A	\$1,214,444.10	\$1,115,757.97	(98,686.13)	-8.13%		6/8/2020	C
9/9/2021	BHT	47000	202449A	\$68,129.38	\$63,121.51	(5,007.87)	-7.35%		6/15/2020	C
9/9/2021	BO	47000	202452A	\$263,509.18	\$260,038.21	(3,470.97)	-1.32%		6/15/2020	C
9/9/2021	STUL	47000	205872A	\$9,952,731.17	\$9,796,129.34	(156,601.83)	-1.57%		3/17/2020	C
9/9/2021	HSIP	63000	207439A	\$155,958.21	\$152,877.71	(3,080.50)	-1.98%		12/22/2020	L
9/16/2021	STUL	09000	130094A	\$2,689,707.00	\$2,648,095.08	(41,611.92)	-1.55%		11/26/2018	C
9/16/2021	STU	63000	204989A	\$2,564,078.20	\$2,204,293.48	(359,784.72)	-14.03%		4/20/2020	C
9/16/2021	STL	80555	129853A	\$457,224.10	\$430,559.46	(26,664.64)	-5.83%		6/8/2020	C
9/16/2021	STU	33000	129976A	\$494,516.20	\$458,112.09	(36,404.11)	-7.36%		6/2/2020	C
9/16/2021	STU	33000	129979A	\$756,450.92	\$756,168.23	(282.69)	-0.04%		6/2/2020	C
9/16/2021	HSIP	61023	207195A	\$165,368.50	\$162,301.25	(3,067.25)	-1.85%		5/17/2021	L
9/16/2021	HSIP	61023	207197A	\$34,619.50	\$33,780.50	(839.00)	-2.42%		5/17/2021	L
9/16/2021	NH	63000	205953A	\$2,792,894.15	\$2,626,572.17	(166,321.98)	-5.96%		5/26/2020	L
9/16/2021	HSIP	81000	203466A	\$779,595.45	\$761,013.96	(18,581.49)	-2.38%		3/17/2020	L
9/23/2021	STUL	44000	209447A	\$974,268.71	\$937,486.56	(36,782.15)	-3.78%		7/20/2020	C
9/23/2021	STUL	73000	130442A	\$4,236,884.42	\$4,403,379.49	166,495.07	3.93%		4/17/2020	C

LOCAL

CONSTRUCTION PROJECTS FINALED IN SEPTEMBER 2021

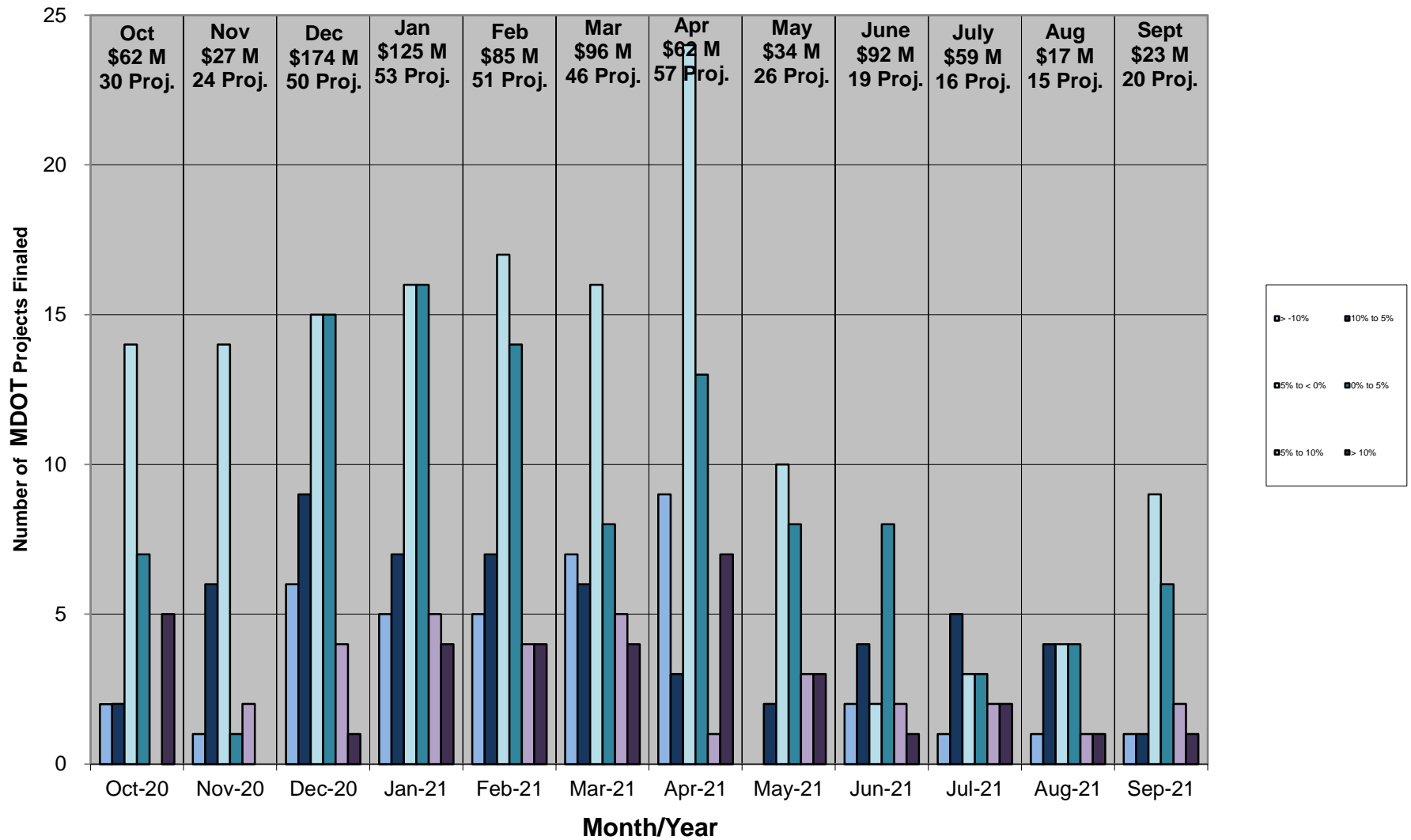
LOCAL PROJECTS FINALED THIS MONTH (36 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				43,792,283.01	43,069,627.20	(722,655.81)	-1.65%		3	25
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
9/23/2021	TA	74000	202706A	\$419,622.90	\$399,011.70	(20,611.20)	-4.91%		3/16/2020	C
9/23/2021	BHT	61000	202399A	\$288,801.95	\$339,220.60	50,418.65	17.46%	*	3/23/2020	C
9/23/2021	STL	14000	206661A	\$788,549.97	\$731,277.83	(57,272.14)	-7.26%		5/4/2020	C
9/23/2021	HRRR	39000	202857A	\$1,009,608.44	\$930,451.43	(79,157.01)	-7.84%		6/15/2020	C
9/23/2021	STU	33000	129897A	\$555,444.00	\$474,720.08	(80,723.92)	-14.53%		6/10/2019	C
9/23/2021	STUL	61000	130777A	\$498,420.00	\$433,430.67	(64,989.33)	-13.04%		6/8/2021	L
9/30/2021	TA	63000	204888A	\$2,180,110.00	\$2,267,795.53	87,685.53	4.02%		2/24/2020	C
9/30/2021	STU	82000	203505A	\$1,987,739.59	\$1,709,743.45	(277,996.14)	-13.99%		8/14/2019	C
9/30/2021	TA	35000	131028A	\$1,742,379.75	\$1,894,769.41	152,389.66	8.75%		10/16/2019	C
9/30/2021	FLAP	35000	207863A	\$246,650.00	\$246,650.00	0.00	0.00%		10/16/2019	C
9/30/2021	STUL	78000	132961A	\$595,735.00	\$660,922.61	65,187.61	10.94%	*	8/21/2020	C

MDOT Construction Projects Finaled September 2021



MDOT Number of Projects Completed under/over Budget

(Final Contract Amount - Original Contract Amount = Over/Under Value)



10.21.21 FINAL

DIRECTOR - DEPARTMENT OF TRANSPORTATION

**AGENDA
October 21, 2021**

CONTRACTS

1. *HIGHWAYS – Lawn Mowing Services
Memorandum of Understanding (MOU) (2021-0787) between MDOT and the Wayne County Airport Authority (WCAA) will provide funding to support the costs of lawn mowing services provided by the WCAA to MDOT for the I-94/Middlebelt Road interchange and the I-94/Merriman Road interchange. The MOU will be in effect from January 1, 2022, through December 31, 2026; it may be renewed for up to two additional one-year periods. The MOU amount will be \$100,000. Source of Funds: 100% State Restricted Trunkline Funds.

Subject to the exercise of discretion in processing, I approve the above-described contracts and authorize their award by the responsible management staff of MDOT in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba, P.E.

AGENDA



DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 26, 2021– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM
State Administrative Board Meeting: October 26, 2021 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACT PRE-APPROVALS

1. HIGHWAYS - Inspection and Testing Services
Contract (2022-0188): MDOT will enter into a contract with a consultant that will provide for as-needed inspection and testing services to be performed for road and bridge construction projects at various locations in Arenac, Bay, Clare, Gladwin, Gratiot, Isabella, Midland, and Saginaw Counties. The work items will include inspection; quality assurance testing and reporting; measurement, computation, and documentation of quantities; and closing all project documentation. The contract will be in effect from the date of award through three years. The contract amount will not exceed 110 percent of the engineer's estimate of \$1,447,200. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and/or local funds, depending on the particular project authorized.
2. HIGHWAYS - Design Services
Contract (2022-0189): MDOT will enter into a contract with a consultant that will provide for design services to be performed for the concrete pavement reconstruction of I-69 from Lake George to Newark Road in Lapeer County, including ramp reconstruction at Lake Pleasant Road and other improvements (CS 44044 - JN 208831PE). The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specifications; computing and verifying all plan quantities; and preparing staging plans and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through August 2, 2024. The contract amount will not exceed 110 percent of the engineer's estimate of \$1,883,344.30. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

3. HIGHWAYS - Design Services

Contract (2022-0190): MDOT will enter into a contract with a consultant that will provide for design services to be performed for roadway reconstruction and bridge replacement on M-46 from North Dawson Street to the west village limits of Carsonville and on M-19 from Miller Road to M-46 in the City of Sandusky, Sanilac County (CSs 74062 and 74031 - JNs 204321PE and 202145PES). The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specifications; computing and verifying all plan quantities; and preparing staging plans and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through November 17, 2023. The contract amount will not exceed 110 percent of the engineer's estimate of \$1,815,150. Source of Funds: 100% State Restricted Trunkline Funds.

CONTRACT POST-APPROVAL

4. HIGHWAYS - Design Services

Contract (2021-0764) between MDOT and Fishback, Thompson, Carr & Huber, Inc., will provide for design services to be performed for two new interchange ramps, two new bridges, and two relocated maintenance crossovers on northbound and southbound US-131 from north of M-43 to the US-131 business spur and on the northbound and southbound US-131 business spur from US-131 to east of Ravine Road in Oshtemo and Kalamazoo Townships (CSs 39014 and 39051 – JN 212745PE). The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specifications; computing and verifying all plan quantities; and preparing staging plans and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through February 29, 2024. The contract amount will be \$1,634,197.55. Source of Funds: 100% Michigan Economic Development Corporation Funds.

This contract was pre-approved by the State Administrative Board on its July 27, 2021, agenda with an engineer's estimate of \$1,417,200. The final negotiated cost was greater than 110 percent of the engineer's estimate. The funding source was originally identified as State Restricted Trunkline Funds.

CONTRACT

5. HIGHWAYS - Design Services

Contract (2022-0180) between MDOT and WSP Michigan, Inc., will provide for design services to be performed for an additional ramp lane at the I-94/US-31 interchange on the freeway ramp from westbound I-94 to northbound US-131 and for diamond grinding on I-94 westbound from Westnedge Avenue to 12th Street in the cities of Portage and Kalamazoo, Kalamazoo County (CSs various - JNs 210812PE and 204791PE). The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specifications; computing and verifying all plan quantities; and preparing a transportation management plan, staging plans, and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through January 31, 2024. The contract amount will be \$883,522.24. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

6. HIGHWAYS – Design Services
Contract (2021-0916) between MDOT and CDM Smith Michigan, Inc., will provide for design services to be performed for pavement inlay on the existing concrete pavement on the I-196 business loop from US-31 to I-196 in the City of Holland and in Zeeland Township, Ottawa County. The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specifications; computing and verifying all plan quantities; and preparing staging plans and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through October 1, 2023. The contract amount will be \$1,499, 668.49. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% local funds.

**PRE-BID LETTING
TRUNKLINE CONTRACTS**

7. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 001 \$4,051,000.00
Project: 82081-205017
Local Agreement:
Start Date: 10 days after award
Completion Date: October 1, 2021

Bridge reconstruction including deck replacement, structural steel repairs, pin and hanger replacement, beam end cutting, partial painting, substructure repairs, concrete surface coating, silane treatment and approach work on M-153 over Hines Drive in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 2-year concrete surface coating warranty.
5.00 % DBE participation required

8. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 002 \$11,867,000.00
Project: ST 55011-131817 , ETC
Local Agreement:
Start Date: May 16, 2022
Completion Date: October 14, 2022

17.93 mi of hot mix asphalt cold milling and resurfacing, joint repairs and drainage improvements on US-41 from south of 56th Avenue to south of County Road 352, Menominee County.
3.00 % DBE participation required

9. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 003 \$3,900,000.00
Project: NH 41062-200585
Local Agreement: 21-5376
Start Date: May 2, 2022
Completion Date: June 1, 2023

4.20 mi of hot mix asphalt cold milling and resurfacing, pavement repairs, drainage work and pavement markings on M-11 from Church Avenue to US-131 in the cities of Grandville and Wyoming, Kent County. This project contains a 5 year materials and workmanship pavement warranty.
5.00 % DBE participation required

10. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 004 \$3,509,000.00
Project: CM 41025-123325
Local Agreement:
Start Date: March 1, 2022
Completion Date: November 1, 2024

0.66 mi of hot mix asphalt ramp and weave/merge lane construction, reconstruction of ramp, crossover construction, drainage, guardrail, pavement markings, and ITS work on I-96 from M-21 (Fulton Street) to north of Cascade Road and M-21 from Loch Lomond Avenue to I-96, Kent County. This project includes a 5-year materials and workmanship pavement warranty.
6.00 % DBE participation required

11. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 005 \$6,691,000.00
Project: M 54014-201139
Local Agreement:
Start Date: July 11, 2022
Completion Date: September 24, 2022

8.47 mi of hot mix asphalt crushing, shaping, cold milling and resurfacing, guardrail upgrades and pavement markings on US-131 from 13 Mile Road north to north of 19 Mile Road and US-131BR (19 Mile Road) from west of US-131 to west of Northland Drive, Mecosta County. This project includes a 5 year and a 3-year materials and workmanship pavement warranty.
5.00 % DBE participation required

- | | | |
|--|--|---|
| 12. | Letting of November 5, 2021
Letting Call: 2111 007
Project: ST 21041-209019 , ETC
Local Agreement:
Start Date: May 16, 2022
Completion Date: September 16, 2022 | Prequalification Level:
\$1,991,000.00 |
| 2.08 mi of hot mix asphalt cold milling and resurfacing with culvert replacement, guardrail and pavement markings on M-183 from south of US-2, Delta County. This project contains a 3-year materials and workmanship pavement warranty.
2.00 % DBE participation required | | |
| 13. | Letting of November 5, 2021
Letting Call: 2111 008
Project: IM 03034-201231
Local Agreement:
Start Date: April 18, 2022
Completion Date: June 1, 2023 | Prequalification Level:
\$3,048,000.00 |
| Concrete deep overlay, expansion joint and pin and hanger replacement, steel repair, partial painting, riprap placement and approach work on I-196/US-31 NB over the Kalamazoo River in the city of Saugatuck, Allegan County.
3.00 % DBE participation required | | |
| 14. | Letting of November 5, 2021
Letting Call: 2111 009
Project: HIPB 74022-206687
Local Agreement: 21-5317
Start Date: February 14, 2022
Completion Date: June 30, 2023 | Prequalification Level:
\$8,441,000.00 |
| Bridge reconstruction of two structures with 36-inch prestressed concrete I beams, hot mix asphalt cold milling and resurfacing, water main relocation and approach work on M-90 over Mills Creek and Black River in the city of Croswell, Sanilac County. This project includes a 2-year concrete surface coating warranty.
5.00 % DBE participation required | | |
| 15. | Letting of November 5, 2021
Letting Call: 2111 010
Project: NH 52042-131846
Local Agreement: 21-5237
Start Date: May 2, 2022
Completion Date: October 26, 2022 | Prequalification Level:
\$4,100,000.00 |
| 0.57 mi of hot mix asphalt reconstruction, cold milling and hot mix asphalt surfacing, storm sewer and drainage repairs and improvements, traffic signal work, water main, signing and pavement markings on US-41/M-28 from Furnace Street to Front Street in the city of Marquette, Marquette County. This project includes a 5-year and a 3-year materials and workmanship pavement warranties.
3.00 % DBE participation required | | |

16. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 011 \$1,718,000.00
Project: M 82071-211623
Local Agreement:
Start Date: December 6, 2021
Completion Date: June 6, 2022

Bridge rehabilitation includes scaling, plywood false decking and lateral bracing on various routes in the cities of Melvindale and Detroit, Wayne County.
0.00 % DBE participation required

17. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 012 \$1,495,000.00
Project: HSIP 28013-207196
Local Agreement:
Start Date: September 6, 2022
Completion Date: November 11, 2022

0.93 mi of hot mix asphalt cold milling and resurfacing, center median island construction with curb and gutter, guardrail and drainage improvements and pavement markings on US-31/M-72 from north of Holiday Road northerly to Five Mile Road in the city of Traverse City, Grand Traverse County.
5.00 % DBE participation required

18. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 013 \$3,265,000.00
Project: ST 32022-119066
Local Agreement:
Start Date: February 14, 2022
Completion Date: September 19, 2024

4.18 mi of hot mix asphalt base crushing, shaping and resurfacing, intersection and geometric improvements, concrete curb and gutter, drainage and pavement markings on M-142 from Johnston Road to Ruth Road, Huron County. This project includes a 5-year materials and workmanship pavement warranty.
5.00 % DBE participation required

19. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 015 \$1,186,000.00
Project: M 82251-208031
Local Agreement:
Start Date: June 20, 2022
Completion Date: August 28, 2022

2.10 mi of full depth concrete pavement repairs, minor spall repairs, joint resealing, concrete crack sealing, diamond grinding and grooving and pavement markings on I-75 from I-375 to Canfield Street northbound/Piquette Street southbound in the city of Detroit, Wayne County.
0.00 % DBE participation required

20. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 016 \$1,105,000.00
 Project: HSIP 14062-213302
 Local Agreement:
 Start Date: May 23, 2022
 Completion Date: November 30, 2022
- Installation of durable longitudinal pavement markings and mumble strips on various routes, Berrien, Cass and Van Buren Counties.
 0.00 % DBE participation required
21. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 017 \$1,222,000.00
 Project: NH 74061-209207
 Local Agreement:
 Start Date: May 2, 2022
 Completion Date: September 2, 2022
- 7.74 mi of single chip seal, micro-surfacing, joint repair, shoulder gravel and pavement markings on M-46 from east of M-53 to west of M-19, Sanilac County. This project includes a 2-year pavement performance warranty.
 3.00 % DBE participation required
22. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 018 \$3,070,000.00
 Project: ST 28052-203987
 Local Agreement:
 Start Date: April 18, 2022
 Completion Date: August 19, 2022
- 17.28 mi of hot mix asphalt cold milling, intermittent shoulder repairs and resurfacing and pavement markings on M-37 from Peninsula Drive to south of Mapleton Lane, Grand Traverse County. This project includes a 3-year materials and workmanship pavement warranty and a 2 year pavement performance warranty.
 2.00 % DBE participation required
23. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 020 \$1,168,000.00
 Project: IM 03035-204359
 Local Agreement:
 Start Date: May 31, 2022
 Completion Date: October 28, 2022
- Bridge rehabilitation including deep concrete overlay, full depth deck patching, expansion joint replacement, barrier patching, pin and hanger replacement, partial painting, substructure patching, slope protection repairs, concrete surface coating, silane treatment and bridge approach replacement on M-40 over I-196 in the city of Holland, Allegan County. This project includes a 2-year concrete surface coating warranty.
 3.00 % DBE participation required

24. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 022 \$60,447,000.00
Project: RBMP 33031-210087
Local Agreement: 21-5390
Start Date: February 1, 2022
Completion Date: September 30, 2024

12.46 mi of hot mix asphalt cold milling and resurfacing, earthwork, drainage, aggregate base, guardrail, barrier wall, signing, pavement markings and bridge rehabilitation of 10 structures includes epoxy overlays, substructure repairs, deck patching, zone painting, joint repair and scour protection on US-127 from Huntoon Creek to M-36, Ingham County. This project includes a 5-year performance warranty for thin epoxy polymer bridge deck overlay, two 5-year materials and workmanship pavement warranties and a 3-year materials and workmanship pavement warranty. This is an OJT VIP Pilot Project. Please see Special Provision for Preparation and Consideration of Bids on On-the-Job-Training Voluntary Incentive Program Projects.
7.00 % DBE participation required

25. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 024 \$656,000.00
Project: M 59032-210184
Local Agreement:
Start Date: July 11, 2022
Completion Date: September 30, 2022

Bridge reconstruction including concrete deck replacement and substructure repair, silane treatment, guardrail and approach work on M-91 over Flat River, Montcalm County.
0.00 % DBE participation required

26. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 025 \$555,000.00
Project: ST 78042-200913
Local Agreement:
Start Date: March 7, 2022
Completion Date: November 11, 2022

Bridge rehabilitation including epoxy overlay, deck patching, substructure repair, partial painting, three beam retrofit and approach work on M-60/M-66 over Nottawa Creek, St. Joseph County. This project includes a 5-year epoxy performance warranty.
3.00 % DBE participation required

27. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 028 \$797,000.00
Project: ST 11072-209726
Local Agreement:
Start Date: June 1, 2022
Completion Date: October 30, 2022

Bridge reconstruction includes superstructure replacement, substructure repairs, riprap, guardrail and approach work on M-140 over Paw Paw Lake Outlet, Berrien County.
4.00 % DBE participation required

* Denotes a non-standard contract/amendment

28. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 030 \$1,067,000.00
Project: CPMG 82121-201579
Local Agreement: 21-5380
Start Date: January 10, 2022
Completion Date: November 19, 2022
- Traffic signal modernization and wireless vehicle detection system on various routes in the city of Detroit, Wayne County.
0.00 % DBE participation required
29. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 037 \$528,000.00
Project: NH 65052-211184
Local Agreement:
Start Date: August 8, 2022
Completion Date: September 13, 2022
- 1.39 mi of hot mix asphalt fine textured pavement milling and resurfacing and pavement markings on M-33 from north of East Houghton Creek Road to south of Grand Jean Road, Ogemaw County. This project includes a 3-year materials and workmanship pavement warranty.
3.00 % DBE participation required
30. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 038 \$7,863,000.00
Project: M 19022-204059 , ETC
Local Agreement:
Start Date: April 18, 2022
Completion Date: October 27, 2023
- 9.65 mi of concrete pavement repairs, hot mix asphalt cold milling and resurfacing of shoulders, median cable barrier installation and pavement markings on I-96 from Ionia/Clinton County line to I-69, Clinton County.
2.00 % DBE participation required
31. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 039 \$2,776,000.00
Project: ST 14032-210872
Local Agreement:
Start Date: June 1, 2022
Completion Date: September 30, 2022
- 58.92 mi of overband crack fill, single course chip seal, fog seal, micro-surfacing and hot mix asphalt cold milling and resurfacing on various routes at several locations, Berrien, Cass, and Van Buren Counties. This project includes a 3-year materials and workmanship pavement warranty and two 2-year pavement performance warranties.
0.00 % DBE participation required

32. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 046 \$1,142,000.00
 Project: ST 31013-208506
 Local Agreement:
 Start Date: May 16, 2022
 Completion Date: August 19, 2022
- 2.16 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk ramps and pavement markings on M-26 from 21st Street northerly to the west village limits of Lake Linden, Houghton County. This project includes a 3-year materials and workmanship pavement warranty.
 0.00 % DBE participation required
33. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 047 \$5,723,000.00
 Project: IM 25131-211555-2
 Local Agreement:
 Start Date: 10 days after award
 Completion Date: October 15, 2022
- 4.16 mi of hot mix asphalt cold milling and resurfacing, joint repairs, shoulder corrugations, spillway work and pavement markings on I-75 from the Oakland County line northerly to M-54, Genesee County. This project contains a 3-year materials and workmanship pavement warranty.
 5.00 % DBE participation required
34. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 048 \$1,247,000.00
 Project: M 56031-208864
 Local Agreement:
 Start Date: May 2, 2022
 Completion Date: May 19, 2022
- 4.92 mi of hot mix asphalt cold milling and resurfacing, shoulder repairs, centerline rumble strips and pavement markings on M-30 from M-20 northerly to US-10 in the village of Sanford, Midland County.
 0.00 % DBE participation required
35. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 049 \$1,026,000.00
 Project: ST 31013-212742
 Local Agreement:
 Start Date: August 1, 2022
 Completion Date: 30 Working Days
- 4.63 mi of paver placed surface seal, hot mix asphalt cold milling and resurface shoulders, fog seal and pavement markings on M-26 from 6th Street northeasterly to Tamarack Hill Road, Houghton County. This project includes a 3-year pavement performance warranty.
 0.00 % DBE participation required

36. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 050 \$1,070,000.00
Project: ST 58032-201009
Local Agreement: 21-5394
Start Date: May 2, 2022
Completion Date: July 30, 2022

1.62 mi of hot mix asphalt cold milling and resurfacing, joint repairs, sidewalk ramps and pavement markings on M-50 from Ann Arbor Road easterly to the village limits of Dundee, Monroe County. This project includes a 3-year materials and workmanship pavement warranty.
3.00 % DBE participation required

LOCAL AGENCY CONTRACTS

37. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 034 \$1,522,000.00
Project: STL 21000-205825
Local Agreement: 21-5314
Start Date: 10 days after award
Completion Date: September 1, 2022

11.37 mi of hot mix asphalt overlay and pavement markings on County Road 535 (H Road/D Road) from M-35 (Fuller Park) to US-2/41, Delta County. This is a Local Agency project.
0.00 % DBE participation required

38. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 035 \$990,000.00
Project: STL 34000-206981
Local Agreement: 21-5343
Start Date: 10 days after award
Completion Date: June 17, 2022

4.76 mi of hot mix asphalt cold milling and resurfacing, shoulder improvement and pavement markings on Riverside Drive from the east city limits of Saranac to Ainsworth Road, Ionia County. This is a Local Agency project.
3.00 % DBE participation required

39. Letting of November 5, 2021 Prequalification Level:
Letting Call: 2111 036 \$973,000.00
Project: HIP 31000-208096
Local Agreement: 21-5333
Start Date: September 6, 2022
Completion Date: November 4, 2022

Bridge removal and replace with concrete precast 24 foot by 8-foot box culvert, guardrail and approach work on Mud Lake Road over Mud Lake Creek, Houghton County. This is a Local Agency project.
0.00 % DBE participation required

40. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 040 \$991,000.00
 Project: HSIP 41000-210439
 Local Agreement: 21-5358
 Start Date: June 15, 2022
 Completion Date: May 30, 2023
- 0.55 mi of signal upgrades, concrete curb, gutter and sidewalk ramps, storm sewer, hemispherical video detection, Opticom GPS system, signing and pavement markings on Eastern Avenue SE from 36th Street to Ken-O-Sha Drive and from Alger Street to Wealthy Street and Kalamazoo Avenue at Hall Street in the city of Grand Rapids, Kent County. This is a Local Agency project.
 4.00 % DBE participation required
41. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 043 \$537,000.00
 Project: STL 79000-212149
 Local Agreement: 21-5360
 Start Date: 10 days after award
 Completion Date: June 30, 2022
- 4.15 mi of hot mix asphalt resurfacing, aggregate shoulders, permanent signing and pavement markings on Cass City Road from Colwood Road east to M-81, Tuscola County. This is a Local Agency project.
 3.00 % DBE participation required
42. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 053 \$914,000.00
 Project: STL 28000-205773
 Local Agreement: 21-5381
 Start Date: May 15, 2022
 Completion Date: September 1, 2022
- 15.60 mi of single course chip seal, fog seal and pavement markings on various routes, Grand Traverse County. This is a Local Agency project.
 0.00 % DBE participation required
43. Letting of November 5, 2021 Prequalification Level:
 Letting Call: 2111 056 \$1,136,000.00
 Project: HSIP 50031-210473
 Local Agreement: 21-5384
 Start Date: 10 days after award
 Completion Date: July 31, 2023
- Signal modernization includes steel strain poles, truss arms and video traffic detection system on various routes at multiple intersections, Macomb County. This is a Local Agency project.
 0.00 % DBE participation required

44. Letting of November 5, 2021
Letting Call: 2111 057
Project: BRT 20000-209844
Local Agreement: 21-5387
Start Date: 10 days after award
Completion Date: July 1, 2022
Replacement of structure with two span prestressed concrete 48-inch box beam and approach work on Wakeley Bridge Road over the AuSable River, Crawford County. This is a Local Agency project.
0.00 % DBE participation required
- Prequalification Level:
\$2,607,000.00
45. Letting of November 5, 2021
Letting Call: 2111 058
Project: HIPL 52000-208099
Local Agreement: 21-5349
Start Date: June 1, 2022
Completion Date: October 3, 2022
- Prequalification Level:
\$600,000.00
- Structure reconstruction includes a precast concrete three-sided culvert and approach work on Loma Farms Road (County Road KE) over Big Garlic River, Marquette County. This is a Local Agency project.
0.00 % DBE participation required
46. Letting of November 5, 2021
Letting Call: 2111 060
Project: HSIP 82000-210483
Local Agreement: 21-5393
Start Date: 10 days after award
Completion Date: June 30, 2023
- Prequalification Level:
\$2,018,000.00
- 16.64 mi of centerline corrugations, concrete sidewalks and ramps, signal improvements and pavement markings on various routes in the city of Detroit, Wayne County. This is a Local Agency project.
5.00 % DBE participation required

PURCHASING

47. National Industrial Maintenance \$ 258,167.83 Amendment
Dearborn, Michigan 48126 \$ 1,361,126.17 New Total
FY17-23 100% State Restricted
State Trunkline Maintenance Fund

Contract Number 591B7700130 Amendment to add additional money for FY22 estimated services and exercising one option year renewal for continued state trunkline sweeping for Bay Region. New contract expiration date is March 31, 2023.

48. Severance Electric Company Inc. \$ 343,750.00 Amendment
Kalamazoo, Michigan 49004 \$ 1,019,375.00 New Total
FY20-23 100% State Restricted
State Trunkline Maintenance Fund

Contract Number 200000000905 Amendment to add additional money for FY22 estimated services and exercise Contract option year renewal for continued traffic signal maintenance for University Region. New contract expiration date is May 21, 2023.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Patrick McCarthy
for Patrick McCarthy
Oct 14 2021 2:11 PM

Paul C. Ajegba P.E.
Director

Monitoring and Managing Construction Costs

November 4, 2021

Tony Kratoch, MDOT Chief Operations Officer
 Hexu Liu, Valerian Kwigizile, & Wei-Chiao Huang, Western Michigan University
 Kristin Schuster, MDOT Engineer of Design
 Jason Gutting, MDOT Construction Field Services Administrator
 Ryan Mitchell, MDOT Innovative Contracting Manager

Michigan Department of Transportation



1

Today's Topics

- Michigan Highway Construction Cost Index
- Monitoring and Managing Bid Lettings
- Cost Escalation Clauses/Price Adjustments
- Managing Project Risk with Innovative Contracting

2

2


Michigan Highway Construction Cost Index

Hexu Liu, Valerian Kwigizile, and Wei-Chiao Huang



3

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OUTLINE

- MHCCI Results and Findings
- Forecast of MHCCIs

Michigan Highway Construction Cost Index (MHCCI) measures "the price changes of construction pay items over time in the highway construction industry"

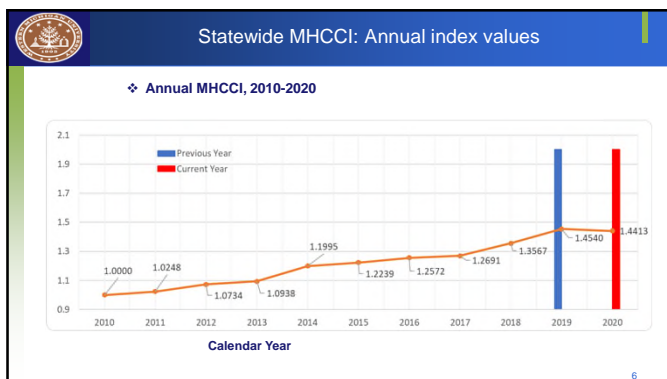
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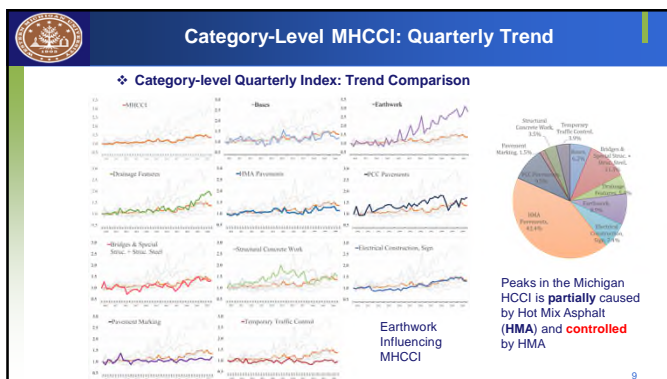
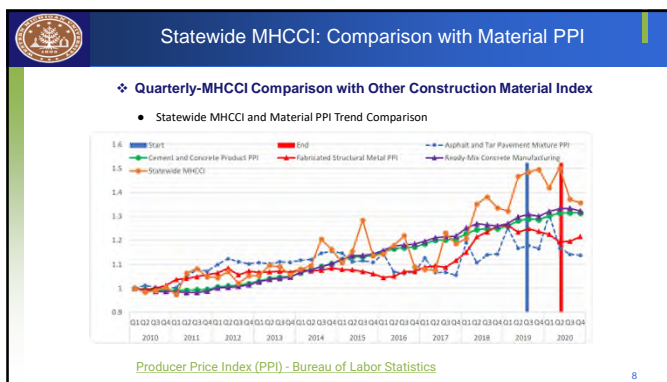
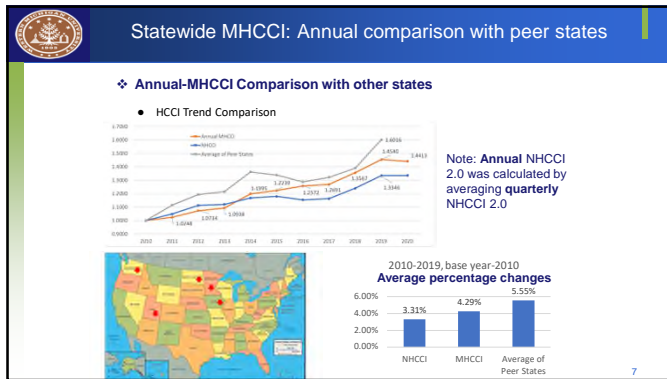
MHCCI Results and Findings

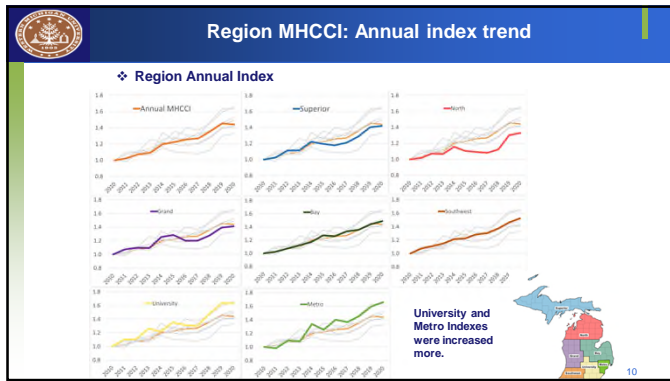
- Statewide MHCCIs
- Categorical MHCCIs
- Regional MHCCIs

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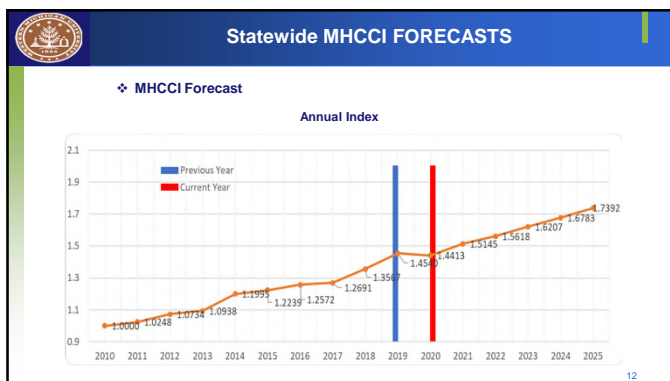




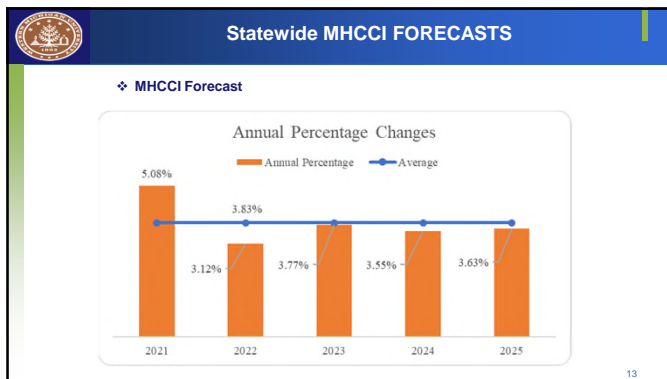
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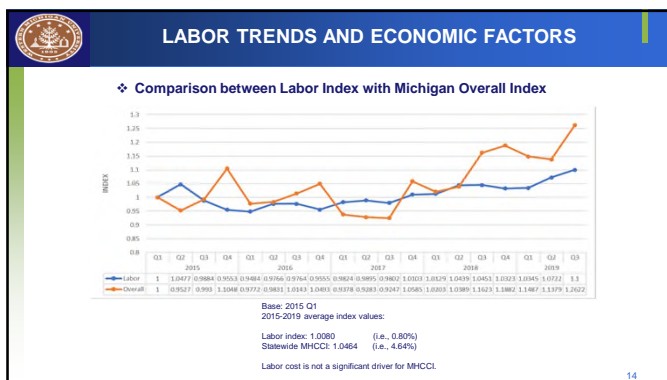
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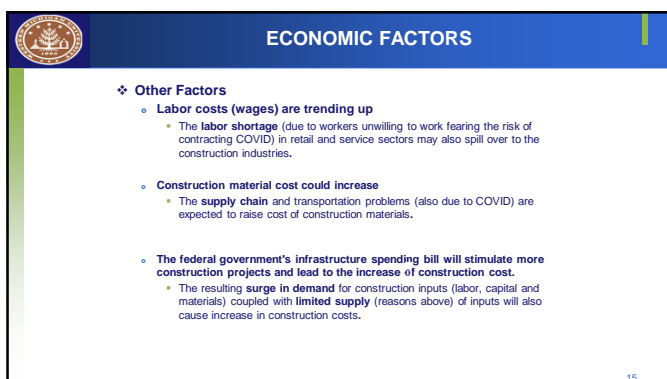
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Monitoring and Managing Bid Lettings

Kristin Schuster, Engineer of Design

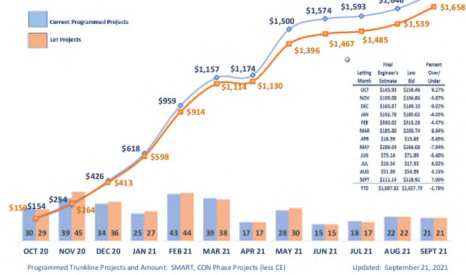


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16

2021 Fiscal Year Program

\$ IN MILLIONS



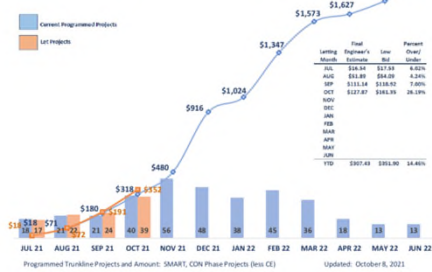
This chart excludes rejected bids and includes FPVS projects.

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Targeted Letting Window

\$ IN MILLIONS



This chart excludes rejected bids and includes FPVS projects.

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Construction Dollars by proposed letting in millions

	July	August	September	October	November	December	January	February	March	April	May	June	Total
2022	\$9.77	\$52.19	\$109.84	\$144.05	\$155.24	\$443.58	\$105.71	\$324.39	\$220.61	\$55.40	\$96.03	\$119.59	\$1,836.40
2023	\$17.19	\$355.72	\$203.34	\$315.75	\$244.04	\$495.22	\$32.83	\$16.01	\$13.46	\$54.60	\$141.85	\$1.90	\$1,891.92
2024		\$589.19	\$404.97	\$294.86	\$106.81	\$162.60	\$4.81	\$10.54	\$13.39	\$8.03	\$2.88	\$0.06	\$1,598.14
2025		\$118.84	\$120.15	\$85.30	\$343.54	\$207.18	\$42.74	\$13.17	\$60.51	\$8.10		\$0.06	\$999.58
2026	\$1.45	\$200.62	\$86.87	\$77.57	\$47.02	\$206.99	\$12.09	\$15.17	\$13.12	\$9.19			\$670.08

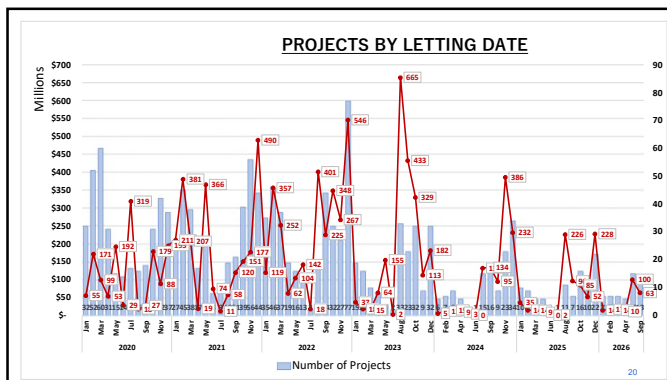
Red indicates letting more than \$100 million

Orange indicates letting between \$50 and 100 million

Green indicates a letting between \$10 and 50 million

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Integrated Program Support Contracts

Three separate contracts to assist MDOT in delivering the traditional program plus a 3.5 billion RBMP

- Construction Contract Time Determination
 - Assist with project construction time duration for work to be complete
- PM Support
 - Assist MDOT with programmatic development process analysis and improvement
- Integrated Program Management
 - Assist MDOT with target mitigation strategies to optimize program opportunities while decreasing disruption

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Cost Escalation Clauses & Price Adjustments

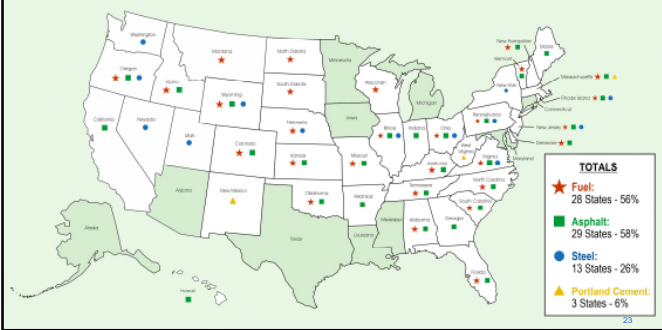
Jason Gutting, Construction Field Services Administrator



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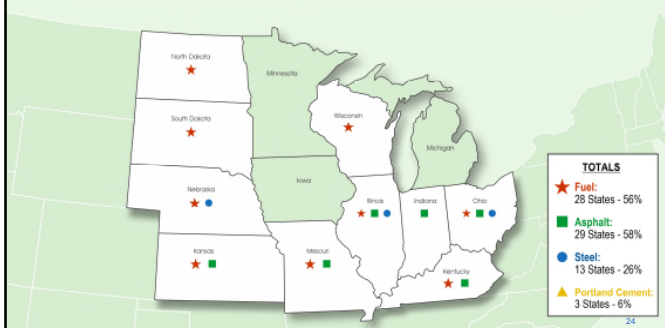
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Cost Escalator Clauses in DOT Contracts



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Cost Escalator Clauses in DOT Contracts



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Exhibit B Historic Summary

- January 2013 – September 2021
 - 3,579 projects
 - Original Contract Value Total
 - \$7,353,966,407.18
 - Final Contract Value Total
 - \$7,406,278,000.35
 - Difference
 - \$52,311,593.17 or **0.71%**
 - If top 10 projects are omitted, difference is **0.14%**

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Managing Project Risk with Innovative Contracting

Ryan Mitchell, Innovative Contracting Manager



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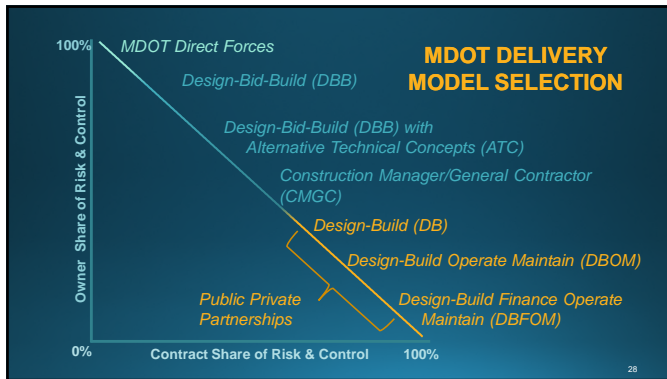
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Project Delivery Model Selection

- MDOT utilizes various project delivery models, and risks are managed differently with each
- A project's risk profile and specific risk attributes (risk owner, schedule, impact, probability) may influence project delivery model selection
- MDOT retains and manages certain risks
- MDOT may transfer certain risks

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Design-Bid-Build (DBB)

- Traditional project delivery
- Utilized on the majority of MDOT projects
- Retains the most risk to MDOT
- DBB is the best known and most familiar delivery model, reducing administrative risk

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Construction Manager/General Contractor (CMGC)

- MDOT engages the most qualified contractor early in project design
- CMGC acts as a consultant during the design process to provide constructability and risk input
- Risks Identified and managed based on contractor's approach to constructing the project
- MDOT is an active participant during the process, making decisions on design, risk and cost options, informed by the contractor's expertise
- The contract defines a Guaranteed Maximum Price (GMP), including contingencies for risks
- Risks that cannot be quantified at the time of award included as a "shared risk item" in the contract



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Design-Build (DB)

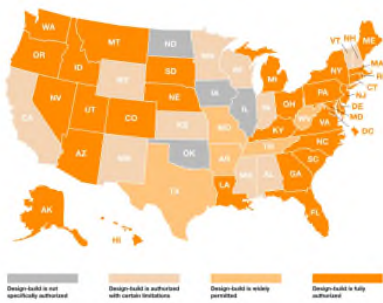
- MDOT transfers many risks ordinarily retained by MDOT to the DB contractor
- MDOT initiates design process, DB Contractor performs final design and constructs project
- Risks transferred to the DB contractor team include:
 - **Design errors and omissions; Quantities; Constructability; Construction means and methods; Schedule**
- Collaborative dialogue with bidders allows MDOT to better understand contractor perceived risks
- Like CMGC, if a risk cannot be quantified at the time of award, a "shared risk item" is defined in the contract
- MDOT benefits from greater cost certainty due to the contractor knowledge and ownership of project risks



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Design-Build Authorization for Transportation 2021



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Public Private Partnership (P3)

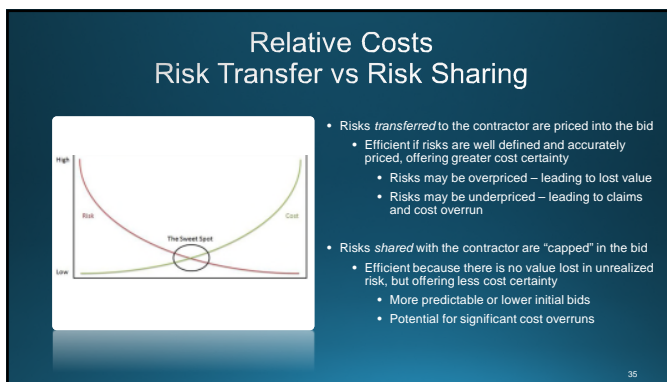
- Transfers the most risk of any of the delivery models
- Developer/contractor designs and builds, and may also finance, operate and maintain the project
- Design and construction risk similar to DB
- Developer/contractor retains lifecycle performance risk of the facility
- May transfer finance risk, adding a layer of performance oversight from lenders
- Some P3 projects transfer demand/revenue risk
- The term of a P3 contract may be between 10 and 75 years
- May allow escalation relief for certain events



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Risk Transfer vs Risk Sharing Metro Region Freeway Lighting P3

- Risk of lighting performance is transferred, requiring 95% of fixtures to be adequately and uniformly lit for the contractor to receive full payment
- Risk of 3rd party vehicle damage to lighting assets is shared with the contractor
- Once the cap for vehicle damage risk is reached, MDOT provides relief to the contractor for costs above cap

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Managing Risk w Innovative Contracts

- **Cost Escalation Risk:**

- Material cost escalation generally not accounted for in MDOT contracts
- If an escalation risk is known at advertisement on a MDOT CMGC, DB or P3 project, MDOT may allow for relief in the contract

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Questions?



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Michigan 2045 Mobility
Michigan Department of Transportation
 A transportation plan for a connected future #MM2045

Final State Long-Range Transportation Plan

State Transportation Commission Meeting
 November 4, 2021
 Bradley M. Sharlow, AICP
 MM2045 Project Manager
 Email: sharlowb@michigan.gov

MDOT

1



Agenda #MM2045

- Public Comment Period Summary
- Changes to Plan Document from Draft to Final
- Executive Summary Overview
- Plan Implementation and Next Steps
- Q&A

2

#MM2045

Edits to Main MM2045 Plan Document



- **Clarification Edits**
 - Further discussion and highlights of infrastructure covered in scope of MM2045
 - Ex: Federal-aid eligible roads, not all roads
 - Further clarification on types of transit service available by county
- **Links to other parallel efforts**
 - County Road Association Investment Plan
 - Michigan Council on Climate Solutions efforts currently underway
 - Gov. Gretchen Whitmer's goal to be carbon-neutral by 2050
- **Needs Analysis Updates**
 - Maintenance costs for County Primary Road system added (\$12.2B)
 - Highway Pump Station cost additions
- **Economic Benefit Analysis additions**

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#MM2045

Edits to Main MM2045 Plan Document



- **Climate Change**
 - Further inclusions made in:
 - Chapter 1 (under Roles and Purpose)
 - Chapter 2 (under Trends)
 - Chapter 7 (under Community, Environment and Health)
 - References to other efforts
 - Relationship to resiliency
- **Addition of Next Steps**
 - Plan Implementation – MDOT actions
 - Intent to keep plan current as new legislation, data and efforts come about
- **Rail Supplement edits**

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#MM2045

Edits to MM2045 Plan Document



- **Modification to tables and charts and wording edits**
- **Addition of Letters from Gov. Gretchen Whitmer and Director Paul Ajegba**
- **Public/Stakeholder Outreach Report completion**
- **Active Transportation Plan – Executive Summary**
- **Statewide Transit Strategy**

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#MM2045

Executive Summary



- **High Level Overview of Main Plan for General Public**
- **Highlights Key Takeaways and Key Points**
- **All plan topics are not addressed in detail**
- **Serves as a “movie trailer” for main plan and supplemental documents**

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#MM2045

Next Steps – Plan Implementation Section



- **New Chapter in Final Plan Document**
- **Implementation Plan in development**
 - How to take MM2045 strategies and develop actions
 - Prioritize action items for short-term, mid-term and long-term
 - MDOT Plan Implementation Steps
 - Survey
 - Meetings with Bureaus, Offices and subject matter expert teams
 - Provide recommendations to MDOT Leadership

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#MM2045

Next Steps – Plan Implementation Section



- **Stakeholders: MDOT will be available to assist and guide partnering agencies as they seek to develop action items**
- **Emphasize partnerships**
- **Continued involvement of a stakeholder group; strong interest during plan implementation**
- **Polling questions for stakeholders**

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Stakeholder Polling Questions



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Stakeholder Polling Questions



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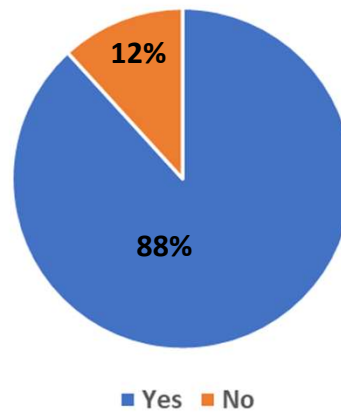
Stakeholder Polling Questions



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Stakeholder Polling Questions

Are you interested in being engaged as we continue to move forward through this process?



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#MM2045

Schedule



- July 22 – STC Presentation of Draft Plan
- July 22 – August 31 – Public Comment Period
- September 1 – October 1 – Respond to comments and edit draft plan
- October 4 – Core Team/Stakeholder Meeting
- October 13 – Leadership Presentation of Final Draft Plan
- **November 4 – State Transportation Commission Adoption of Final Plan**
- November 15 – Submit Completed Plans to Federal Agencies
- November 2021 – Forward – Plan Implementation

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#MM2045

Final Plan Components



- MM2045 Executive Summary
- MM2045 Main Plan Document
- Plan Supplemental Reports – for reference
 - Rail Plan Supplement
 - Public and Stakeholder Outreach Process
 - System Performance Report
 - Strategic Multimodal Corridors Report
 - Active Transportation Plan – Executive Summary
 - Statewide Transit Strategy Final Report
 - Federal Compliance Matrices

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**Michigan²⁰⁴⁵
Mobility**

QUESTIONS?



Final Five-Year Transportation Program (5YTP) 2022-2026






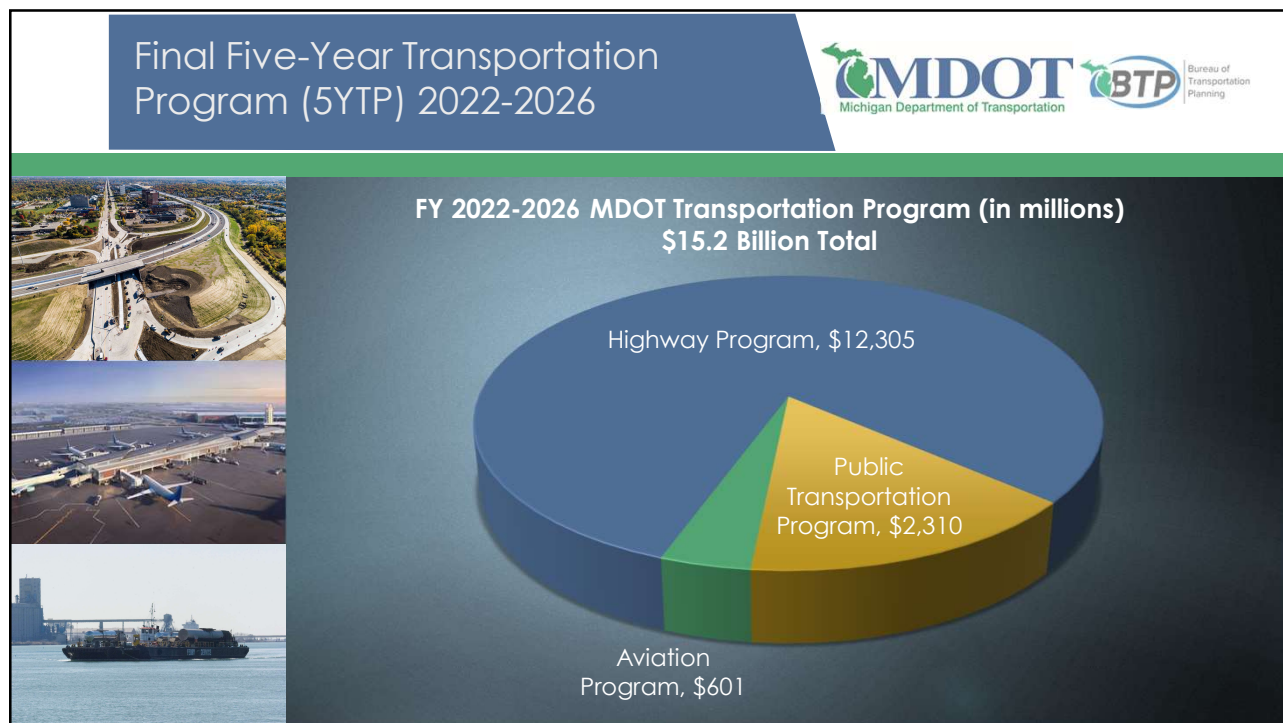
Bureau of
Transportation
Planning

State Transportation Commission (STC) Meeting

November 4, 2021



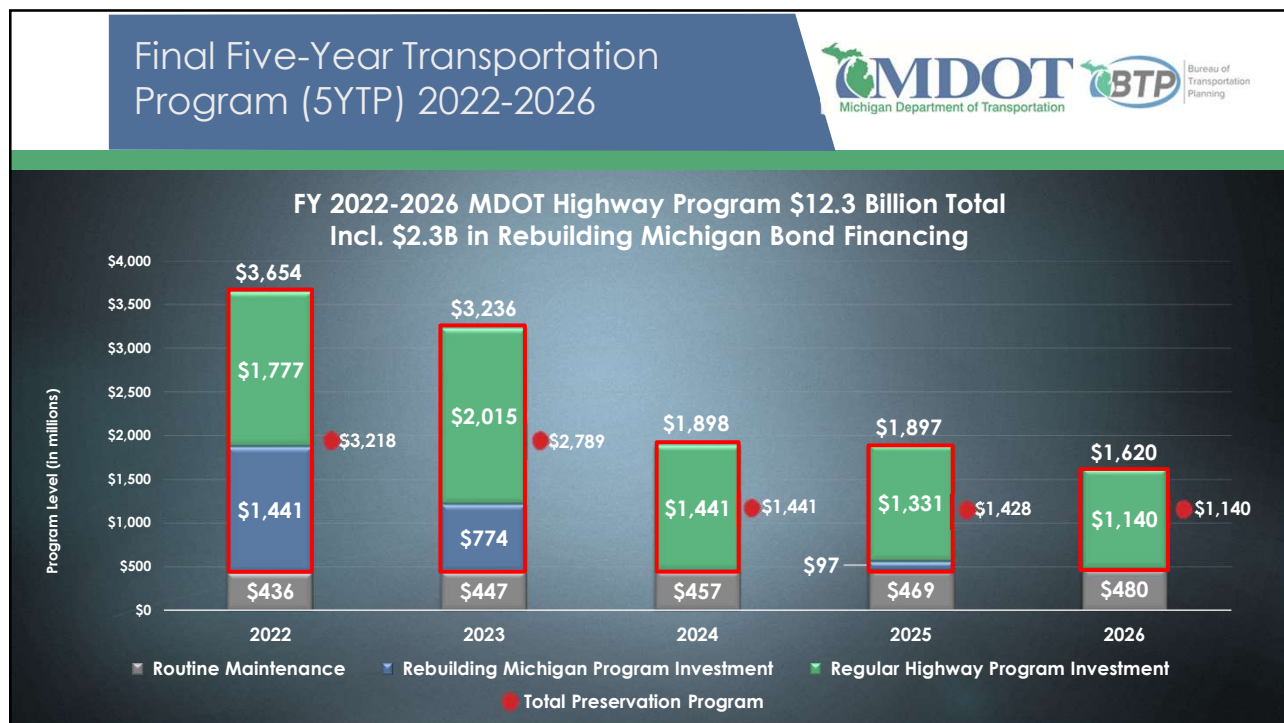
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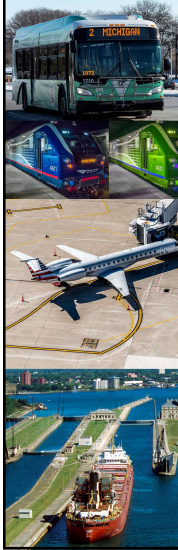


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Final Five-Year Transportation Program (5YTP) 2022-2026



FY 2022-2026 MDOT Public Transportation Program (in millions) \$2.9 Billion Total

Multi-Modal Investment Strategy (Subject to appropriation of federal, state, and local funds)	FY 2022	Five-Year Average (per year)	FY2022-2026 Five Year Total
PUBLIC TRANSPORTATION PROGRAM			
Local Bus, Intercity Bus, Passenger Rail, Rail Freight, and Ports*	\$456.4 million	\$463.1 million	\$2.31 billion
AVIATION			
Airport Improvement Program (AIP), Air Service Program (ASP)**	\$121.15 million	\$120.2 million	\$601 million
TOTAL	\$577.55 million	\$583.3 million	\$2.91 billion

Subject to appropriation of state, federal, local, and private funds

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Final Five-Year Transportation Program (5YTP) 2022-2026



Key Values/Themes Highlighted:



Equity and Inclusion



Transportation
Resiliency



Complete Streets/
Multimodal

Region Featured Highway Program Projects

Metro Region: US-12 Rebuilding

Since it was originally built in 1827, US-12 (Michigan Avenue) in downtown Detroit has arguably been one of the state's most important roads. It was the first official connector to Chicago, and many cities and towns have been founded along its path. Today, businesses line both sides of the road in Detroit, Dearborn, Ypsilanti, and more.

In 2021, MDOT will complete a P&I study to develop the vision for Michigan Avenue from 186 to Campus Martius Park in downtown Detroit. The project spans from the Corktown neighborhood into Detroit's central business district. This area has seen significant investment in recent years, including improvements to Michigan Central Station and several other buildings by Ford Motor Co. for a campus focused on electric and autonomous vehicle development.

When complete, Michigan Avenue will be part of a 40-mile connected and autonomous vehicle (CAV) corridor between downtown Detroit and Ann Arbor. In partnership with CAVUE, MDOT is currently working to evaluate alternative designs that balance safety, resiliency, equitable access, and flexibility for new mobility options, including CAVs, traditional transit vehicles, shared mobility, and freight and personal vehicles. Upon its completion, the project will contribute to the technical architecture and space needed to accommodate the testing required to accelerate and enhance the full potential of CAVs. The project is currently budgeted at approximately \$20 million for work planned in 2024.

Equity and Inclusion Focus

The US-12 project will advance key policy goals of MDOT, including enhancing accessibility, affordability, and equity. With extensive community engagement in close coordination with the City of Detroit, the needs of transit users, people with disabilities, seniors, and other vulnerable road users and their representatives have been considered to provide enhanced facilities that serve all users. The corridor also includes up to a dozen Opportunity Zones, where the expanded mobility will connect communities with businesses and destinations, and enhance accessibility to southeast Michigan's most important industrial, technological, and academic districts.

Project Highlights

Work Activity: 2024

Location: Detroit

Types of Work:

P&I Study

- Ensure project aligns with Greater Corktown Neighborhood Plan.
- Focus on pedestrian experience and a quality environment for transit, as well as connected and autonomous vehicles in partnership with CAVUE, and
- Maximize impacts on historic districts while maximizing benefits for residents, visitors, and businesses.

Road Improvements and Rebuilding

Rebuilding the roadway with new transit and pedestrian infrastructure.



Art rendering of Michigan Avenue with center-running transit and CAV

Transportation Resiliency Focus:

At its core, the US-12 project is designed to be a "future product" with the ability to evolve to meet future transportation and mobility goals. In addition to accelerating the adoption and use of CAVs, MDOT is prioritizing the development of secure and

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Final Five-Year Transportation Program (5YTP) 2022-2026



Public and Stakeholder Engagement Overview

July 26 to August 27, 2021

Outreach	• Press Releases	1
	• News Stories	5
	• Stakeholder Email Blasts	2
	• Social Media Posts	28
	• Facebook	10
	• Twitter	14
	• Instagram	4
Input	• Comments	191
	• MDOT Responses	209
	• Social Media Metrics	
	• Impressions	119,396
	• Engagements	2,920
	• 5YTP & MTPP Page Visits	5,704
	• 5YTP Downloads	437

Summary of Top Themes and Comment

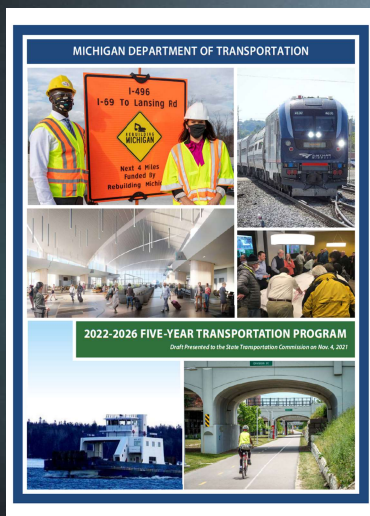
Qty

Safety or other concerns with current road or bridge design	64
• Concern over M-32 @ Bagley Roundabout in North Region	44
Need for more transit and multimodal infrastructure	51
• More CS* & multimodal investment within highway program projects	33
Concern with poor pavement conditions	40
• More investment in local roads	23
• Concern over condition of US-23 in University and Metro Regions	3
Support or need for rightsizing or roundabouts	16
• Support for M-32 @ Bagley Roundabout in North Region	8
Other comments and inquiries	11
• Appreciation for public comment opportunities	6
• Concern over 5YTP total cost, more private sector participation in asset management, etc.	5
Increase in equity and resiliency in decision making	9
• Concern over I-94 widening impacts on adjacent neighborhoods in Metro Region	3
• Increased focus on equity and climate change impacts in decision making, support for Transportation Disadvantaged programs, etc.	6
TOTAL	191

*CS: Complete Streets

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Final Five-Year Transportation Program (5YTP) 2022-2026



- **Requesting STC Approval** of the Final Five-Year Transportation Program (5YTP) FY 2022-2026

- Upon approval, finalize for print; post to web; and submit to Legislature (prior to March 1)


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Final Five-Year Transportation
Program (5YTP) 2022-2026



Thank You

MDOT Five-Year Transportation Program (5YTP)
www.Michigan.gov/MDOT5YearProgram



2021 Tribal Affairs Annual Report

Amy Matisoff - Tribal Liaison
Michigan State Transportation Commission
November 4, 2021

Background Photo Credit: www.saultstemarie.com – Soo Blog

1

November is Native American Indian Awareness Month

MDOT honors the histories, cultures and contributions of American citizens whose ancestors had lived in North America for hundreds of years. MDOT recognizes the importance of inclusion and the achievements of Native American employees, as well as Native American trailblazers in transportation.

Today, there are 12 federally recognized sovereign tribal governments within Michigan's geographic boundaries. The tribes in Michigan are the Anishinaabe people, known as the Three Fires Confederacy. The Anishinaabeg include the Ojibwe (Chippewa), the Potawatomi, and the Odawa (Ottawa).

The 12 federally recognized Native American tribes in the state of Michigan have evolved from three indigenous political entities (see above) that occupied Michigan at the beginning of written history.

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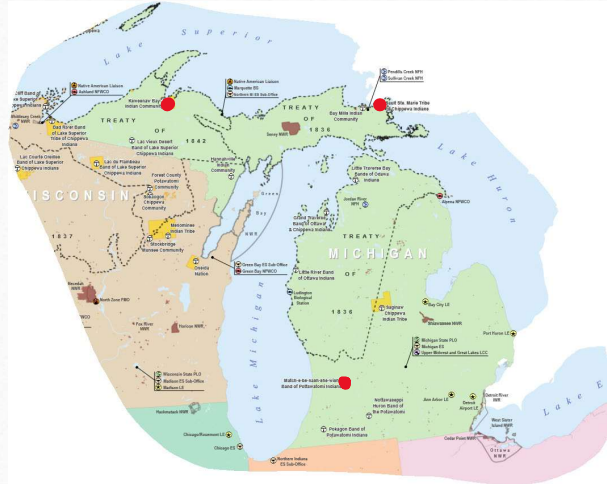
Michigan's 12 Federally Recognized Tribes

Upper Peninsula

- Lac Vieux Desert Band of Lake Superior Chippewa Indians (LVD)
- Keweenaw Bay Indian Community (KBIC)
- Hannahville Indian Community
- Bay Mills Indian Community
- Sault Ste. Marie Tribe of Chippewa Indians

Lower Peninsula

- Little Traverse Bay Bands of Odawa Indians (LTBB)
- Grand Traverse Band of Ottawa and Chippewa Indians (GTB)
- Little River Band of Ottawa Indians
- Saginaw Chippewa Indian Tribe
- Nottawaseppi Huron Band of the Potawatomi
- Gun Lake Tribe (Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians)
- Pokagon Band of the Potawatomi Indians



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Foundation for Tribal Relations & Tribal Consultation



Background Photo Credit: www.saultstemarie.com – Soo Blog

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Foundation for Tribal Relations & Tribal Consultation

- Federal Laws and Legislation
 - Article I, Section 8 of the U.S. Constitution
 - Section 106 of the National Historic Preservation Act of 1966
 - Section 4(f) the U.S. Department of Transportation Act of 1966
 - Various provisions of the National Environmental Policy Act of 1970
- FHWA – a federal protector of Tribal interests

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Foundation for Tribal Relations & Tribal Consultation

- State of Michigan Accord (2002) – Government to Government relationship
- State Executive Directives
 - 2012-2 – Reaffirming previous administrations
 - 2019-17 – Enhancement to previous directives
 - MDOT Policy #10240
 - Approved by STC in July 2020

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Leaders present for the 2021 Tribal-State Summit

2021 Consultative Highlights

Background Photo Credit: www.saultdemarie.com – Soo Blog

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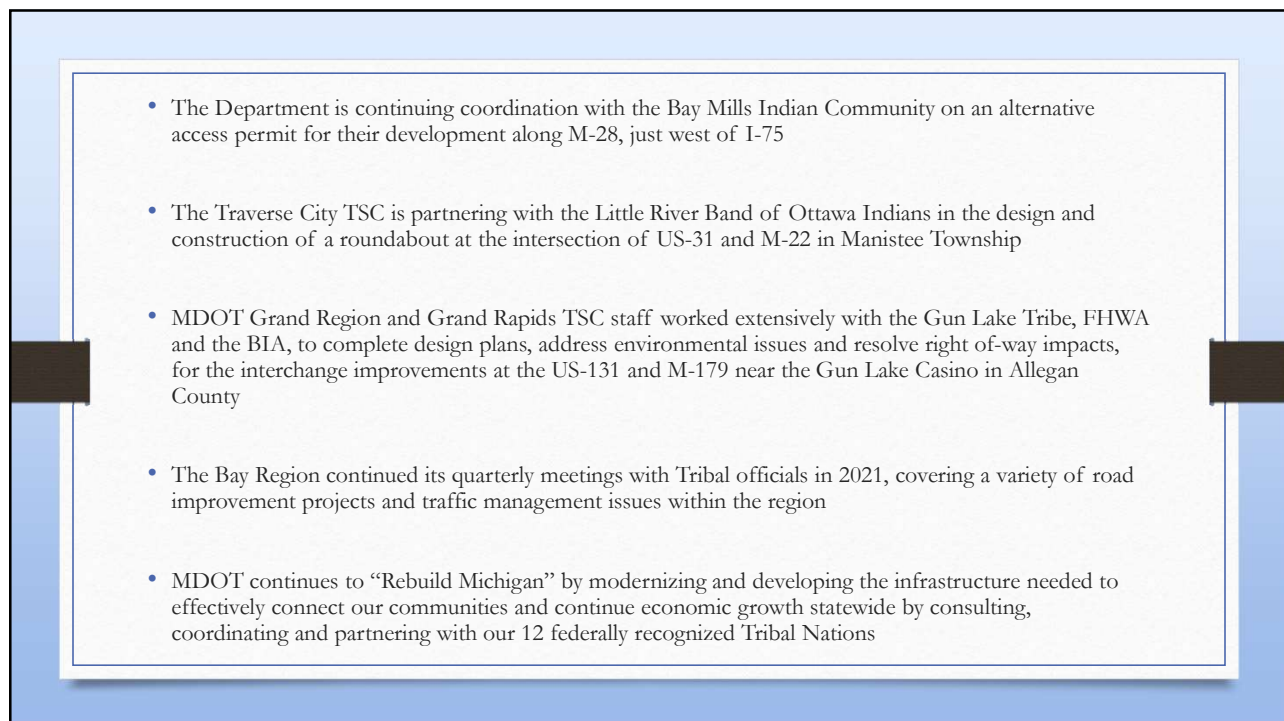
- MDOT is in the process of updating our Programmatic Agreement for Section 106
- The department revised the annual safety call for projects letter to more clearly identify the ability for Tribal governments to submit applications for funding in the Highway Safety Improvement Program
- MDOT staff coordinated with the Keweenaw Bay Indian Community (KBIC) to ensure that an MDOT road project did not interfere with a Tribal Water Walking ceremony
- Executive staff participated in the 2021 State-Tribal Summit held on September 30, 2021
- MDOT staff continue to engage the Michigan Tribal Nations in the 2045 Transportation Plan



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Planned Areas of Focus 2022

- 2022 Michigan Interdepartmental Transportation Meeting – Fall 2022
- MDOT's Environmental Services Section and Tribal Liaison are proposing to integrate a Tribal Form onto the existing GIS planning portal
- Continue to develop new tools to enhance Tribal affairs and grow relationships
- Mackinac Straits Corridor Authority (MSCA) Tribal consultation for Utility Tunnel
- Update MDOT's Tribal Affairs Guidelines



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Thank you!

Amy Matisoff

Tribal Liaison

517-282-7457

MatisoffA@michigan.gov



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State Transportation Commission **Director's Report** November 4, 2021

Director Paul C. Ajegba, P.E.
Michigan Department of Transportation



1

Today's Topics

- New Chief Culture Equity & Inclusion Officer
- Rebuilding Michigan Updates

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Welcome, Terri Slaughter

New Chief Culture Equity & Inclusion Officer

The CCEIO Role

Designed to guide the department to make meaningful progress in an intentional, strategic, positive direction.

Directly Oversees

- Bureau of Transportation Planning
- Office of Organizational Development
- Office of Business Development
- Equal Employment Opportunity Office
- Office of Economic Development.

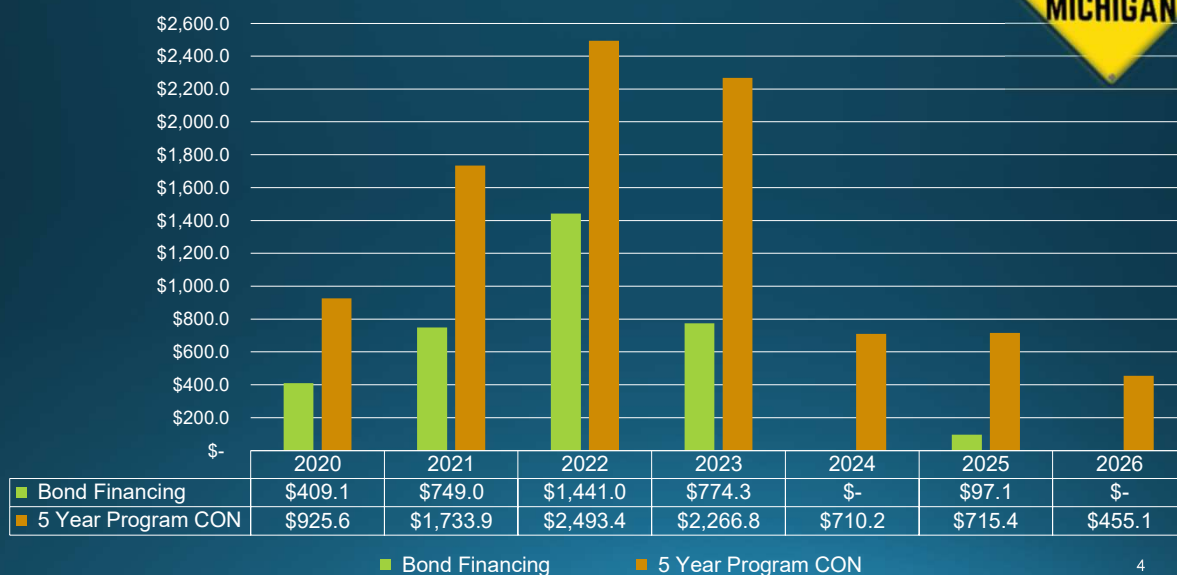


Terri will lead our department to be more intentional in striving for equity and inclusion in all aspects of our business

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Rebuilding Michigan Bond Financing & Highway Program Construction by Fiscal Year (in millions)



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Projects Utilizing Bond Funds

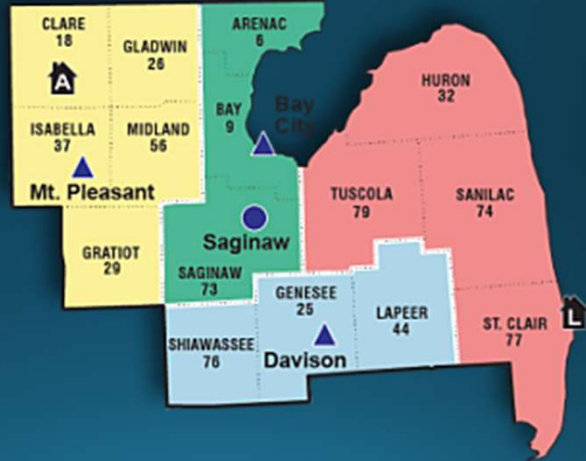


Region	Major Route (Report)	Location (Report)	Letting	Engineer Estimate	Low Bid	Savings	Percentage
University	I-496	I-96 to Lansing Road	2/21/2020	\$52,232,908	\$47,817,642	\$4,415,266	-8.45%
SW & Univ	I-69	I-69 Corridor	7/24/2020	\$214,129,045	\$210,180,170	\$3,948,875	-1.84%
Southwest	I-94 & US-31	Berrien County	6/19/2020	\$133,130,299	\$121,483,900	\$11,646,399	-8.75%
University	I-94	I-94 Near Jackson	10/30/2020	\$97,350,894	\$117,137,913	(\$19,787,019)	20.33%
Bay	I-69 E	Cox Doty Drain to M-19	1/8/2021	\$46,759,164	\$37,806,490	\$8,952,674	-19.15%
Grand	I-196 S	From 130th Avenue north to US-31	2/5/2021	\$35,209,173	\$31,520,523	\$3,688,650	-10.48%
Metro	M-59 W	Romeo Plank to I-94	2/5/2021	\$61,343,655	\$60,974,226	\$369,428	-0.60%
Bay	I-69	Fenton Road to M-54	3/5/2021	\$80,685,546	\$100,196,391	(\$19,510,845)	24.18%
Metro	I-275	Northline Road to 5 Mile Road	5/7/2021	\$279,325,745	\$256,892,162	\$22,433,582	-8.03%
University	I-69	I-96 to Airport Road	6/30/2021	\$67,536,732	\$64,539,405	\$2,997,327	-4.44%
University	I-496E	Lansing Road to Grand River	9/17/2021	\$73,958,761	\$81,890,000	(\$7,931,239)	10.72%
Bay	I-69E	M-24 to Lake George Rd	10/1/2021	\$56,239,747	\$54,558,624	\$1,681,123	-2.99%
				\$1,197,901,668	\$1,184,997,447	\$12,904,221	-1.08%

* Savings relates to all JNs within the contract, not just bond savings

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Bay Region



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Genesee County I-69 Fenton Road to M-54 Dort Highway in Flint

- **50% Completion**
- Current Completion date for major construction is October 15, 2022.
- This is a photo from the project looking east toward the Lapeer Road bridge over I-69.
- Original bid was at \$100,196,390.96
- Prime Contractor is Dan's Excavating, with CA Hull completing the bridge work and Ajax Paving doing the concrete paving.



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Genesee County I-69 Fenton Road to M-54 Dort Highway in Flint

- This is a photo of the triple stack interchange in the middle of the project at the interchange for I-69 and I-475. Looking west toward Lansing.
- The project is a complete reconstruct and replacement with at 10 ½ inch concrete pavement.
- It also includes work on 18 bridges, some with CPM type patching work to full deck replacements.
- As noted in the picture you can see some of the deck patches in the top structure.



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PROJECT PROFILES

I-69 Genesee County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.



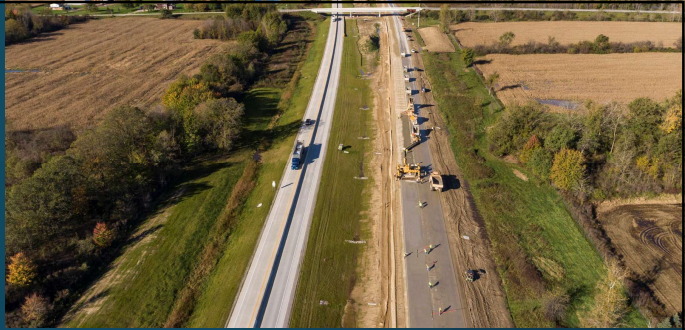
- Rebuilding nearly 2.5 miles of I-69 from Fenton Road to M-54
- \$100 million investment - 1,270 jobs supported
- April 2021 - November 2022
- Important route for commuter, commercial, and tourism traffic

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St Claire County I-69 from Cox Doty Drain to M-19

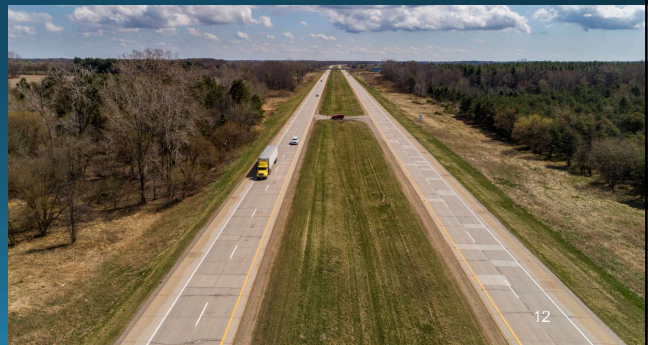
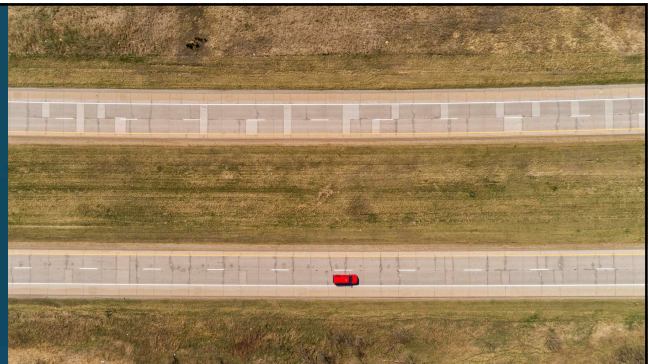
- Contractor: Ajax Paving
- Low Bid: \$37,806,489
- Engineer's Estimate: \$46,759,163
- Freeway Concrete Reconstruction
- Alternate Pavement Bid Project between Concrete Reconstruction vs HMA Reconstruct
- **Advertised as a two-year project but came back with a one-year bid which resulted in a 1-year project vs 2 seasons!**



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Lapeer County I-69 from M-24 to Lake George: 2022 Construction


- Contractor: Toebe Construction
- Low Bid: \$54,558,624
- Engineer's Estimate: \$56,239,746
- Freeway Concrete Reconstruction
- Includes ramps at Wilder Road, packaged with the Five Lakes Rest Area Reconstruction and bridge rehabilitation work.



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Chippewa County I-75

- Cost: \$9.1 million
- Location: I-75 from north of M-80 to north of M-28 in Chippewa County
- Estimated Completion Date:
Thursday, Oct. 15, 2021
- Description: Resurface 8.4 miles of I-75. Work includes cold milling, asphalt resurfacing, joint repairs, culverts, ramp extensions, guardrail, and pavement markings. This project is being built several years ahead of time as part of the Rebuilding Michigan bonding program. One lane will be open in each direction with traffic shifts.
- **Substantially complete minus painting.**



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PROJECT PROFILES

I-75 Chippewa County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

MDOT
Michigan Department of Transportation

- Resurfacing 8.4 miles from M-80 to north of M-28
- \$9.1 million investment
- Supports 116 jobs
- May - October 2021
- An important route for commuter, commercial and tourism traffic

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Mackinac County

JN 208607 on US-2

REBUILDING MICHIGAN

- Milling and Resurfacing 2.65 miles from the Cut River to Worth Rd.
- An approximate \$2 ¼ million investment creating 29 jobs.
- An important east/west commercial, commuter and tourism corridor in the Upper Peninsula.
- Construction starting in mid -July 2022 with completion the end of October 2022

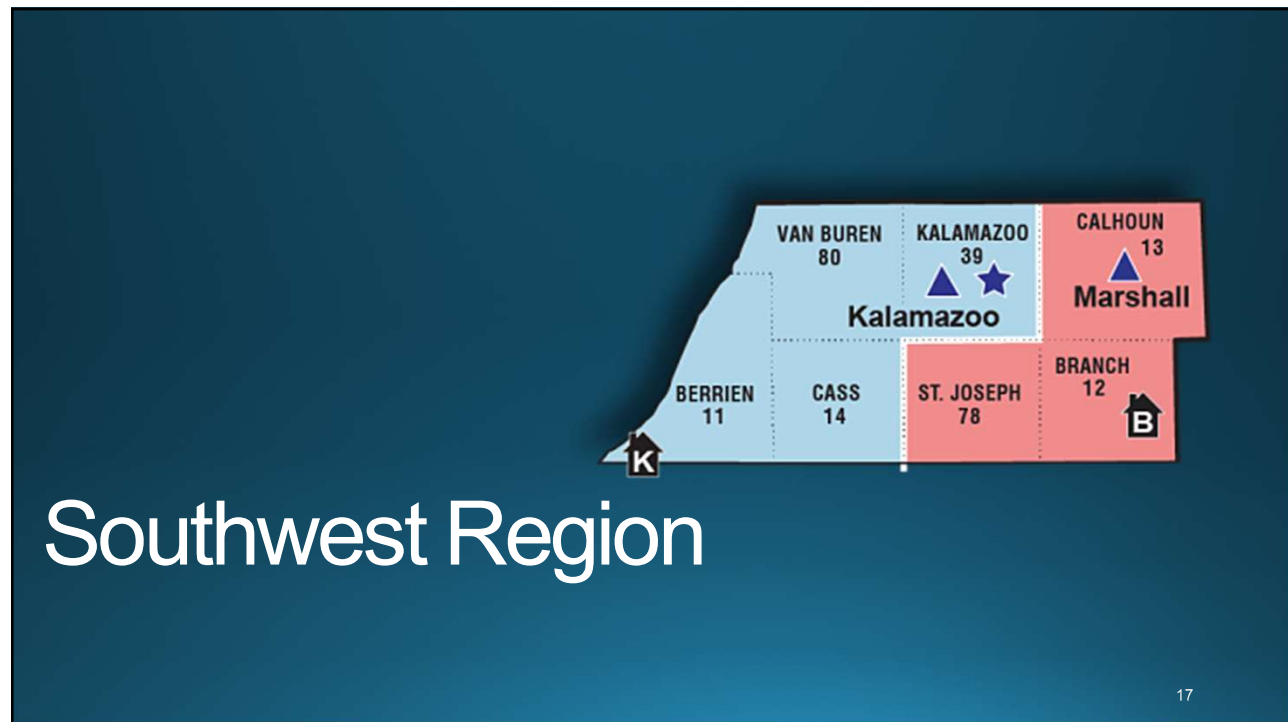
PR Number
1142108

• BMP (Min. 35.355)
36.978

• EMP (Max. 62.271)
39.627

16

16



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Berrien County US-31 / I-94 Interchange, US-31 Connection and I-94 Reconstruction

- Cost: \$121,483,900
- Estimated Completion Date: May 2023
- **60% Complete**








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PROJECT PROFILES

I-94 Berrien County

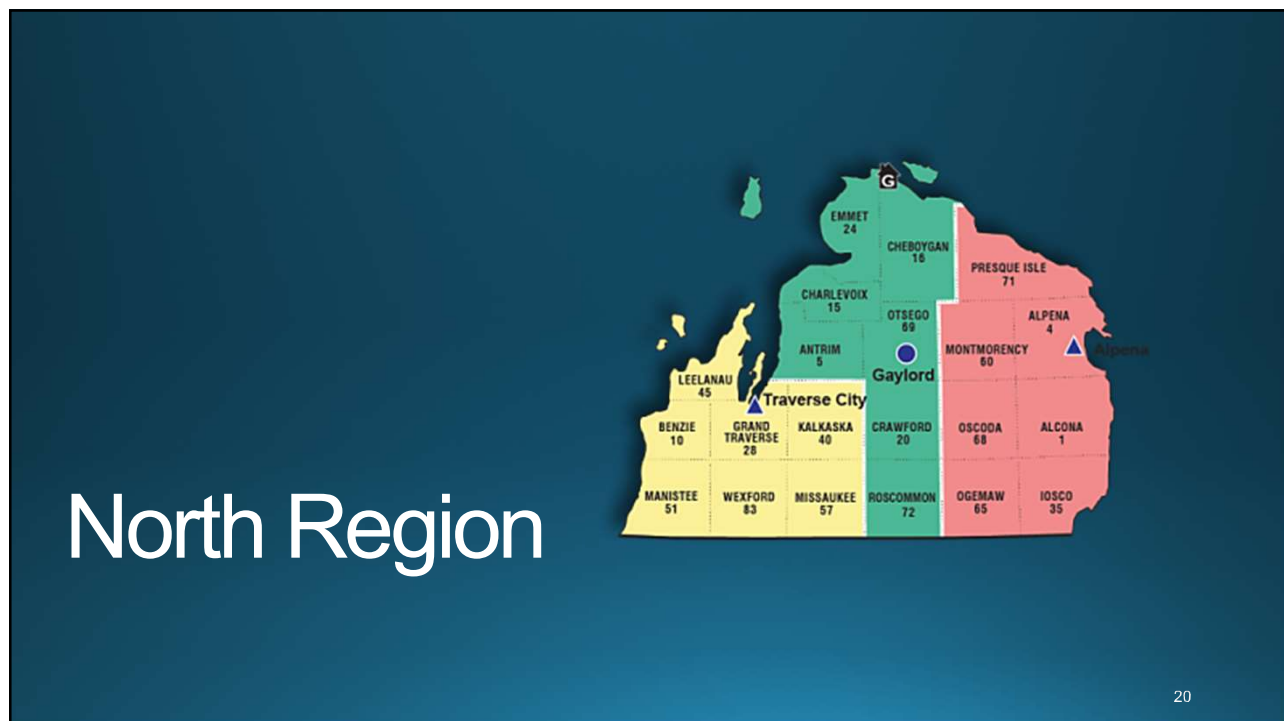
Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

MMDOT
Michigan Department of Transportation

- Rebuilding 3.5 miles of I-94 from Britain Avenue to east of I-196, including the new I-94 BL/US-31 interchange
- \$94 million investment
- Supports 1,206 jobs
- April 2021 to May 2023
- Important route for commuter, commercial, and tourism traffic

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Kalkaska County M-72

- \$13 million investment
 - Supports 165 jobs
- May-July 2021 construction (continued from 2020)
- Rebuilding nearly 17 miles of M-72 from US-131 to the Crawford county line.



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PROJECT PROFILES

M-72 Kalkaska County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.



- Rebuilding nearly 17 miles of M-72 from US-131 to the Crawford county line
- \$13 million investment
 - Supports 165 jobs
- May – July 2021 construction (continued from 2020)
- Important route for commuter, commercial, and tourism traffic

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Benzie County US-31

- \$7 million investment
 - Supports 89 jobs
- May-November 2021 construction
- Rebuilding more than 7 miles of US-31 from Reynolds Road to Goose Road.



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PROJECT PROFILES

US-31 Benzie County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

- Rebuilding more than 7 miles of US-31 from Reynolds Road to Goose Road in Benzie County.
- \$7 million investment - Supports 89 jobs
- May – November 2021 construction
- Important route for commuter, commercial, and tourism traffic



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Grand Traverse & Kalkaska Counties US-131

- \$4.6 million investment
 - Supports 58 jobs
- May-September construction
- Rebuilding 5.8 miles of US-131 from M-186 to Supply Road.



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PROJECT PROFILES

US-131 - Grand Traverse/Kalkaska counties

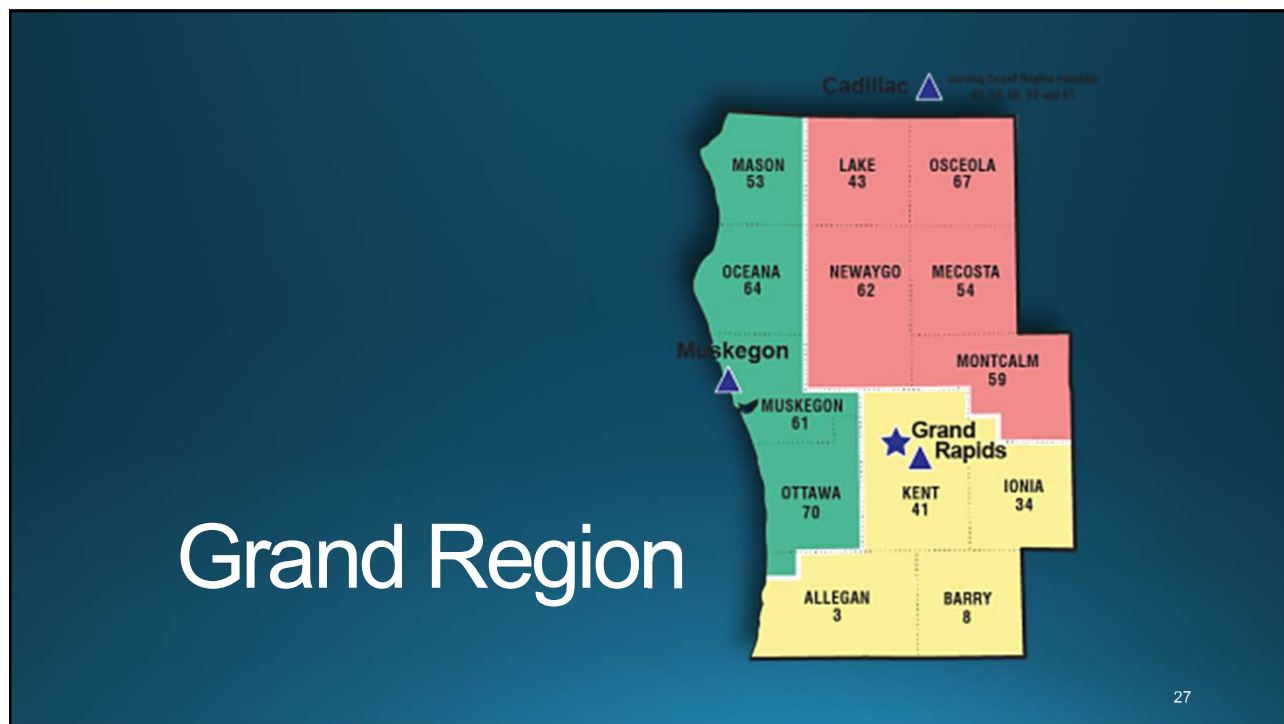
Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.



- Rebuilding 5.8 miles of US-131 from Fife Lake in Grand Traverse County to South Boardman in Kalkaska County
- \$4.6 million investment
 - Supports 58 jobs
- May – September 2021 construction
- Important route for commuter, commercial and tourism traffic

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Allegan County I-196 WB from 130th Ave to US-31

- Total Project Cost: \$33,580,523
- Start Date: March 2021
- Road Completion Date: November 2021
- Roadway rebuilding with culvert replacement, rest area improvements, and bridge repairs
- **Substantially complete**

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PROJECT PROFILES

I-196 Allegan County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

MMDOT
Michigan Department of Transportation

- Rebuilding 12 miles of southbound I-196 from Holland to Saugatuck
- \$34 million investment
- Supports 430 jobs
- March - November 2021
- Important route for commuter, commercial, and tourism traffic

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Metro Region

Oakland
OAKLAND 63

MACOMB 50
Macomb

★ Southfield

WAYNE 82

Detroit
(excludes Wayne County)

Taylor
(excludes Detroit)

30

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Wayne & Monroe Counties I-275

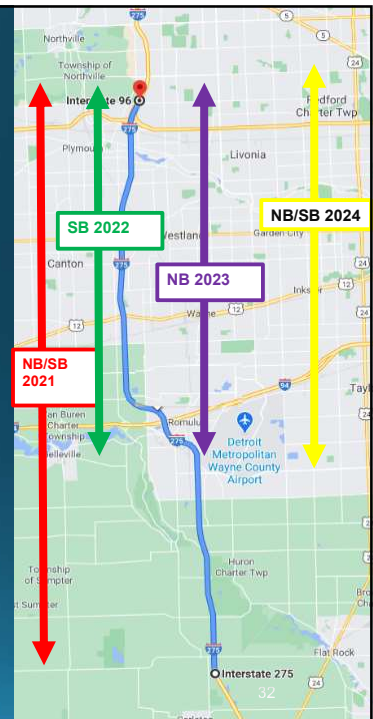
- Awarded Cost: \$256.9 million
- Location: I-275 from Will Carleton Road to 6 Mile Road
- Dates: July 6, 2021 – Summer 2024
- Description: 23.23 miles of road reconstruction and concrete pavement repairs including guardrail replacement, signal upgrades, signing, pavement markings, and bridge rehabilitation on 65 structures.



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I-275 Corridor Timeline

- **2021**
 - I-275 (Will Carleton Road to Northline Road)
 - Repair 10 miles of concrete pavement
 - One lane of I-275 open in each direction
 - I-275 (Northline Road to Five Mile Road)
 - Temporary pavement
 - Two lanes of I-275 open in each direction
- **2022**
 - SB I-275 (Northline Road to Five Mile Road)
 - Rebuild 14 miles
 - Two lanes of I-275 open in each direction
- **2023**
 - NB I-275 (Northline Road to M-14)
 - Rebuild 14 miles
 - Two lanes of I-275 open in each direction
- **2024**
 - NB & SB I-275 (Northline to Five Mile Road)
 - Remove 28 median cross overs
 - Landscaping, restoration, permanent pavement markings
 - Two lanes of I-275 open in each direction



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PROJECT PROFILES

I-275 Wayne County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

MDOT
Michigan Department of Transportation


- Repairing and rebuilding 24 miles between Will Carlton Road and 6 Mile Road, resurfacing four interchanges, rebuilding parts or all of six interchanges, and improving 65 bridges
- \$270 million investment
- Supports 3,429 jobs
- July 2021 - November 2024
- Important route for commuter, commercial and airport traffic

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I-96 Flex Route Project Limits

- 12 miles from Kent Lake Road to I-275 / I-696 / M-5
- Main corridor between Detroit and Lansing
- 163,000 vehicles per day
- Limited alternate routes
- Available existing wide median shoulders

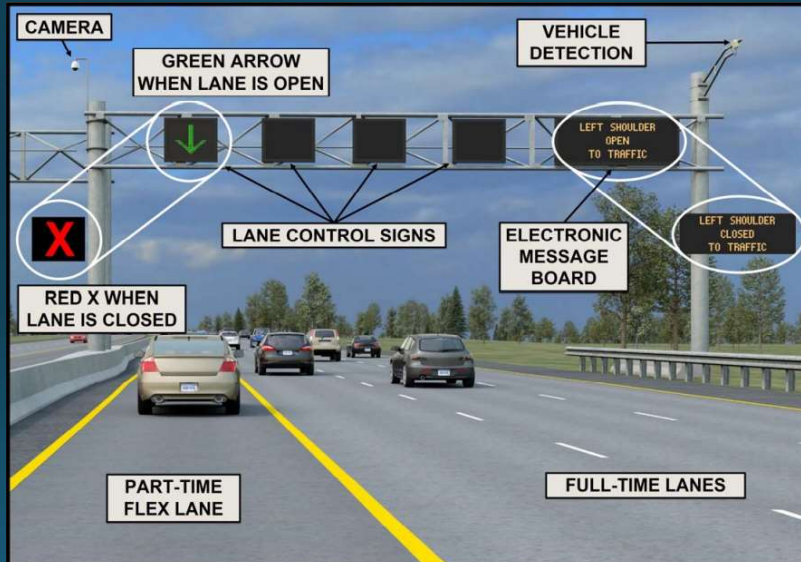


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I-96 Flex Route

Part-Time Median Shoulder (Flex Lane) Use



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I-96 Flex Route

Part-Time Median Shoulder (Flex Lane) Use - Advisory Speed



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University Region



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Jackson County I-94



- Construction Cost: \$117 million
- 3.7 miles of pavement rebuilding and resurfacing on I-94 from Airport Road to east of Elm Road
- A Diverging Diamond Interchange (DDI) will be installed at I-94/US-127 (West Ave.)
- Three (3) roundabouts will be installed at the I-94/Elm Road interchange to improve safety and operations
- Installing Pedestrian tunnel under US-127

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PROJECT PROFILES
I-94 Jackson County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

MDOT
Michigan Department of Transportation

- Rebuilding nearly 8 miles of I-94 in Blackman and Leoni Township
- \$120 million investment
- 1,524 jobs supported
- March 2021 - June 2023
- Significant local, national, and international trade corridor

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Questions?

MDOT
Michigan Department of Transportation

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